

MOTORISTS THIS IS YOUR PAGE

CURIOUS DESIGNS.

Attest Genuine Ford Parts.

As important to Ford cars or truck owners as the hallmark of the silversmith on sterling plate are the curious little designs—squares, triangles, fish, silk hats, crowns, keys and myriad other signs—stamped into Ford parts. So small that they are seldom seen by the average owner, these signs not only attest the genuineness of the parts as well as the accuracy and precision of their manufacture but they also thwart the counterfeiter.

Every working day, in addition to the hundreds of thousands of marks affixed by inspectors to certify that the parts have measured exactly to specification, the name "Ford" in the universally familiar script goes into more than 3,000,000 car or truck parts.

No fewer than 3,480, standard, inspection and special stamps are constantly in use in Ford plants and an engraving department of more than a score of men, the largest independent establishment of its kind in the country, is employed in the making of the necessary dies which are produced at

the rate of from 700 to 800 a week. A few years ago such steel stamps required 3 hours and cost \$3.75 each to manufacture. To-day, as the result of processes developed by the Ford Motor Company, they are machined at the rate of 100 an hour and at a cost of approximately 15 cents each.

A master die of the Ford oval or any one of the many other designs is placed on a machine—there are only five such machines in the United States and as the operator traces the master die the machine cuts the same design on the head of a steel matrix. The machine may be adjusted to reduce the design 250 or more times if necessary and although in such cases the result may be read only through a powerful microscope it is proportionately perfect.

Parts of the Ford car and truck are subjected to the most minute and painstaking inspection. As in the course of manufacture a part passes him, an inspector, having tested it, certifies its perfection by stamping the part with his own die. Spring leaves are marked when the steel is being rolled at the mill; drop-forged or cold-headed steel parts are marked by a stencil cut into the dies while other parts such as the crankshaft, piston parts and the rear axle ring gear, because of the multiplicity of operations and the precision required in their manufacture, are stamped in separate operations.

NEW FEATURES.

Added to New Dodge Six.

New beauty as a complement to sixteen years of Dodge dependability is strikingly brought out in the new Dodge Six at amazingly low prices. A number of new and interesting features have been added which distinguish it among six-cylinder cars in its price group.

The Mono-Piece body which Dodge cars have made famous is continued with added advantages in style treatment and construction which the engineers have incorporated as a result of further developments in steel stamping and flash welding. Windshields which open out are chromium-famed and double top-cowl ventilators insure comfort to occupants of the car in all seasons.

Every convenience possible has been included for the comfort of driver and passengers. Front seats are adjustable to fit the driver. Radiator shutters, which are standard equipment, are hand operated. Bodies are provided with arm rests, while the garnish

mouldings and instrument boards are ebony finish.

Fine upholstery fabrics have been selected, and beautiful colour combinations from which the purchaser will have ample opportunity to suit his most discriminating fancy.

The appearance of unusual lowness and length have been accomplished by increasing the wheelbase to 114 inches and by the development of the new double centre-drop frame which has cut four inches from the overall height of the car, without decreasing in the least the head-room or the road clearance. In fact, the new Dodge Six bodies are roomier.

Improved performance in the new Dodge Six results from increasing the power and efficiency of the motor, the bore and stroke now being 3-1/4" x 4-1/4", the piston displacement increased to 211.5 cubic inches, and the brake horsepower to 67 at 3,200 r.p.m. The power plant as now designed is especially notable for the amount of power developed per cubic inch of piston displacement and per pound of engine and car weight. An exceptional degree of smoothness is achieved by the design of the heavy, rigidly supported, and perfectly balanced crankshaft.

Hydraulic, internal-expanding, four-wheel brakes operating on 11-inch drums give the driver positive control at all times.

MOTORISTS' TALES.

Put Even Anglers' to Shame!

Golfers are reticent and anglers truthful by comparison with the mendacious garrulity of a group of motorists talking about average speeds on the road! declares the Evening News Motoring Correspondent.

In certain circumstances the average speeds mentioned by drivers can actually be done; in practice they aren't, except very rarely. There are still a good many drivers who don't know the difference between an average speed and a cruising speed. Average speed is measured by the actual time it takes to do a particular journey. Cruising speed is merely the speed at which a car is driven when the road is straight and clear.

If you drive with a cruising speed of about 45 m.p.h. on a reasonably open road fairly straight and fairly free from traffic, you will cover 100 miles in just about three hours. Your average speed will be something rather less than 35 m.p.h., as a result of slowing down for traffic, corners, and turns.

Or Even More!

But you will find that you are overtaking everything, and it is exceedingly unlikely that anybody, even a solo motor-cyclist, will overtake you more often than once in every thousand miles you cover at this average speed.

Then what of the people who, according to their own statements, reckon 40 m.p.h. as a low average speed, and habitually average 45, 50, or even more m.p.h.? Read on and perhaps you will know what to think of them, remembering that the bulk of them claim to do these

speeds on the smallest, cheapest, and humblest of cars.

Here are a few short-distance records for which I can vouch, all done in rather special circumstances. The very highest average of which I definitely know was put up by a friend of mine who drove the 52 miles from Marble Arch to Stony Stratford, on the Coventry road, in one minute less than an hour. He did not do it on a Saturday afternoon in a baby car with four aboard.

He did it between four and five o'clock on a fine Sunday morning in the Summer, alone in a racing—not sports—car, with a maximum speed of over 90 m.p.h. on top and over 70 in third gear. His cruising speed during this run was between 75 and 80 m.p.h., once he was clear of the first few miles of London. The road is one of the fastest in Britain, and it was absolutely devoid of traffic.

The driver—he is an extremely good one—is proud of that run; but is prouder still of a run in a baby car, when he drove in the middle of the night from Godalming to Notting Hill Gate, 32 miles, in 50 minutes. He always says that this was the hardest bit of driving he ever did. Observe that his average was 38 m.p.h. for less than an hour, not 45 m.p.h. for three or four hours, as claimed by dozens of drivers every week.

The biggest distance I ever covered in one hour was 46 miles. That, too, was done late at night, in a car capable of nearly 80 m.p.h., and I cruised at a good 60 m.p.h.

Now I don't say that it is an impossibility to average more than 40 m.p.h. on a 200-mile run; I say only that it takes a lot of doing. It needs a fast car, considerable driving skill, the right road conditions, and no stops at all—or at most one five-minute stop for petrol and a sandwich.

To average 40 m.p.h. even for one hour on a busy road means, also, a pretty big slice of sheer bad manners. It means, to put it frankly, road-hogging—cutting in, taking blind cross-roads with no hesitation and one yelp from the horn, risking your own neck and that of a hundred innocent people.

Keeping up an average schedule of three hours for every 100 miles, on a long run, needs more skill and endurance than is generally realised. It means using your brakes and your gear-box, not decelerating comfortably, without braking, for corners, nor accelerating away on top gear, but driving almost as in a long-distance race, with constant applications of the brakes, firm, if not violent, and a change of gear whenever the speed falls below 30 m.p.h. Only thus can you get far enough ahead of schedule to allow for stopping for meals, and for safe driving in towns and at cross-roads.

It must be remembered, too, that as the average speed rises, every extra mile an hour becomes more difficult of attainment. It is easier to turn a 30-m.p.h. average into a 36-m.p.h. average than to add 2-m.p.h. to a 40-m.p.h. average. For, in every run of any length, there are certain stretches of road which reduce any car, however fast, to the same low cruising speed 20 m.p.h. or less. That is the "snag" in all these record-breaking runs you hear about.

Really high averages cannot possibly be put up by cars with a maximum cruising speed of 50 m.p.h. or less, however good their acceleration.

If there were less of this idle talk about 45-m.p.h. averages by cars with a maximum speed only 10 m.p.h. higher, the roads would be safer and pleasanter places, and the cause of truth better served.

COMING!!! THE SMOOTHNESS OF AN EIGHT— THE ECONOMY OF A FOUR FLOATING POWER and FREE WHEELING A SENSATIONAL NEW PLYMOUTH

Floating Power—The motor of the new Chrysler Plymouth is suspended in a manner that completely absorbs the vibrations resulting from the power impulses of the motor. It gives that quality described as the "Smoothness of an Eight"—the Economy of a Four—because the rugged, efficient, economical, four-cylinder motor has been so mounted as to provide

vibrationless performance—floating power.

Free Wheeling—In the lowest-priced field Plymouth alone gives you this marvelous development in smooth, easy driving with economy that saves 12 to 20 percent on fuel and oil and 20 to 40 percent in engine wear.

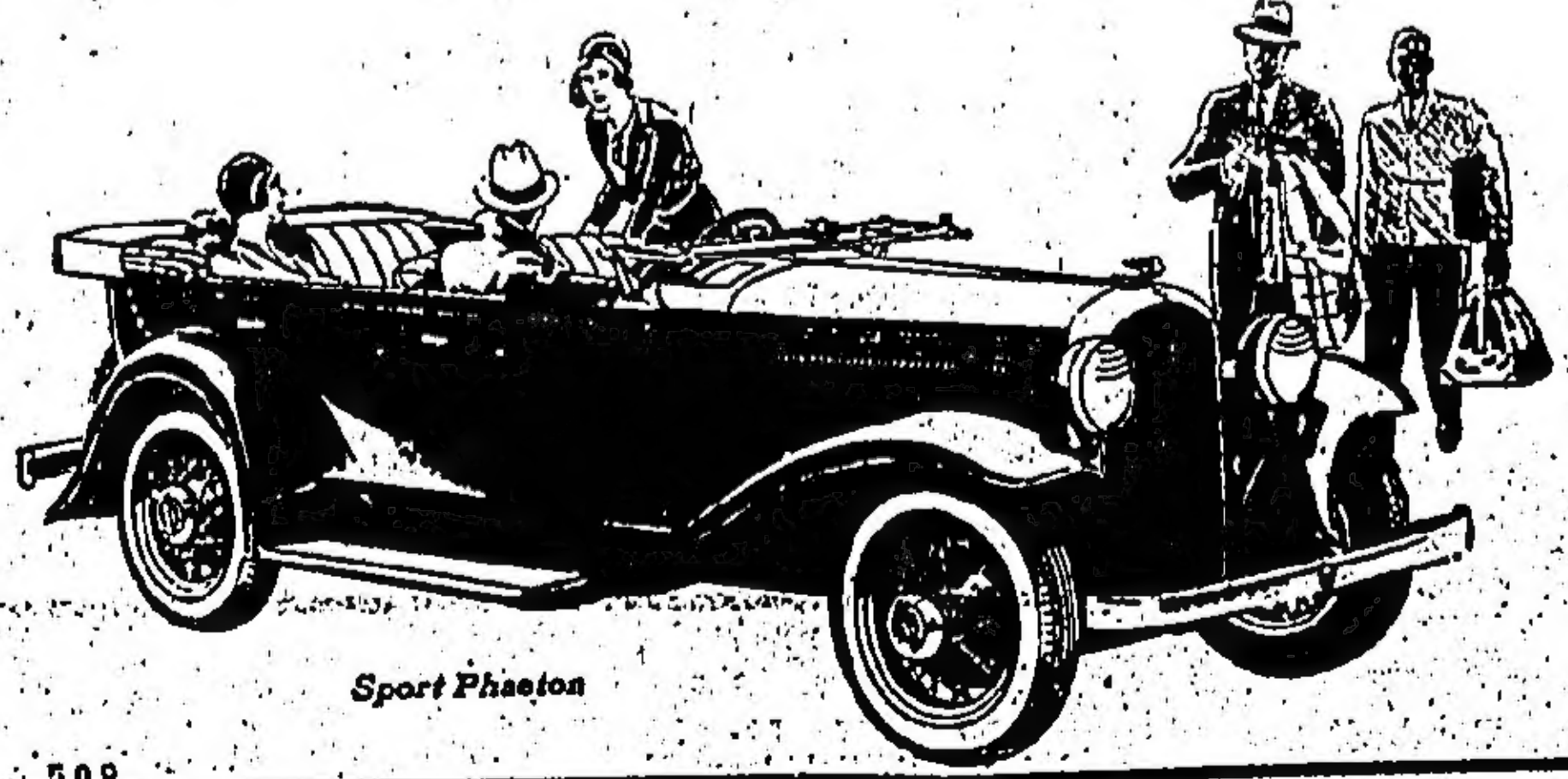
Easy-Shift Transmission—Plymouth

is equipped with a new constant mesh transmission that makes it possible to shift from second to high up to speeds of 35 to 45 miles per hour and back again, without noise or gear clashing.

56 Horsepower—Plymouth is afforded a top speed of 65 miles per hour and more, as well as ample power for the deepest sand or the heaviest roads.

Safety—Plymouth provides the greatest safety factors known—four-wheel internal-expanding weatherproof hydraulic brakes and welded steel bodies, virtually one piece—permanently quiet and longest lived.

And to all of these—is added Plymouth's new double-drop frame—giving a lower, safer center of gravity, greater riding ease and finer style. Quality throughout the new Chrysler Plymouth is accentuated by the full-sized body, hydraulic shock absorbers and genuine excellence of every mechanical detail.



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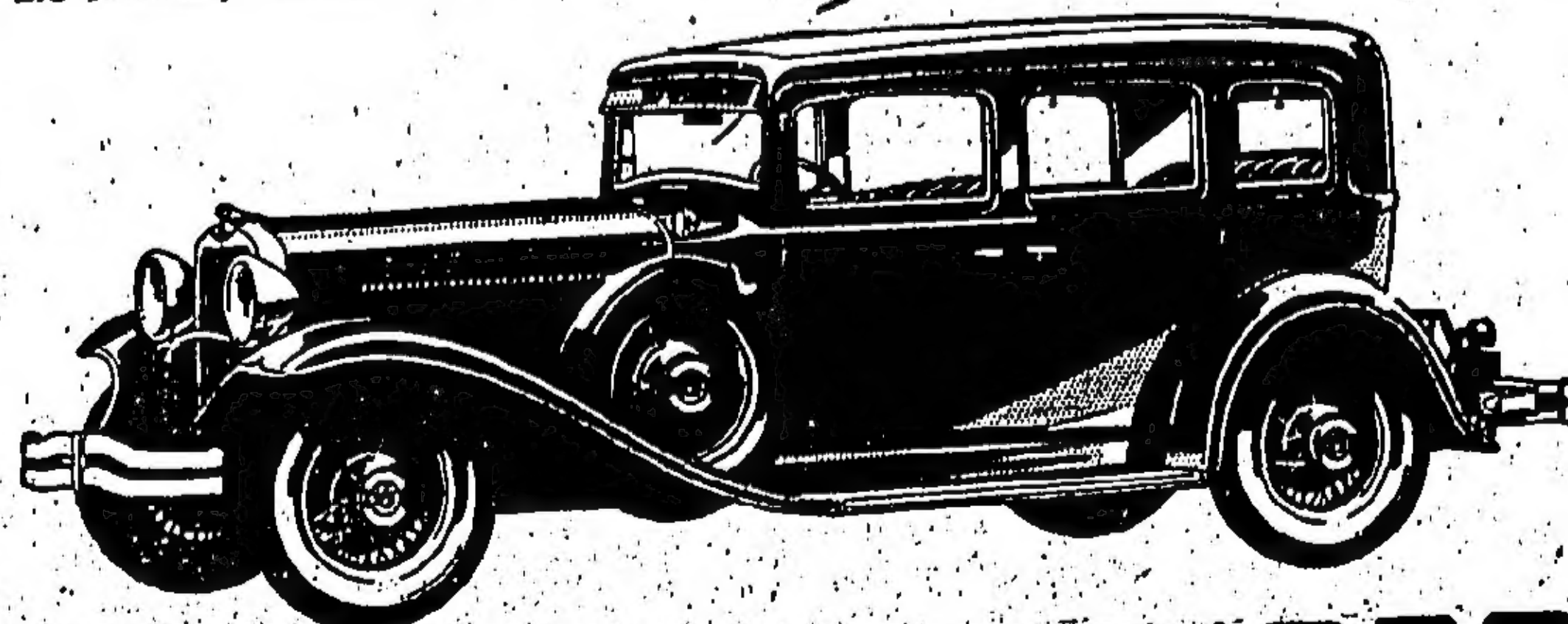
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The New Dodge Six and Eight are designed and built on the principle that whatever will make for greater satisfaction to owners will add to Dodge Brothers good will and prestige. Dodge engineers deliberately set their standards higher than is ordinarily considered necessary. A finer material—a closer limit of precision—a more careful operation—a more exacting test—these are the reasons why Dodge cars can be driven with pleasure for a long, long time. And the beauty of the New Dodge Six and Eight contributes to lasting satisfaction, for their harmony of line, balance and proportion assures that their style will be good style for many seasons.



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PROBLEMS OF BACK-SEAT DRIVING

HOW DO MOTORISTS STAND.

Legal Contribution to Vexed Question.

In view of the interest taken locally in the recent case of back-seat responsibilities, the following comment by a Solicitor on important references in a recently published legal work may be found helpful.

Some time ago motoring circles were perturbed by a decision given by a Singapore Magistrate affecting the responsibility of the owner of a car, seated at the time in the back-seat of the car, for the acts of his chauffeur, who was at the time actually driving the car.

There followed a certain amount of correspondence in the Press with regard to the Magistrate's decision and some people thought one thing and other persons thought differently, and there the matter, for the time being, at all events, ended.

Since the decision and the consequent perturbation, there has arrived in the Colony a book written by Mr. Edward Terrell, a Barrister-at-Law of Gray's Inn and the Middle Temple, and of the Oxford Circuit.

Mr. Terrell has called his book, "The Law of Running-Down Cases," and in the preface the author tells us that he anticipates that critical readers might possibly take exception to the use of the phrase "running down" in the title. He points out, however, that the phrase has been uttered by so many judicial lips as to have become the legal expression for an accident case. The book is very well written and includes a short survey of the necessary aspects of the Law of Contract. In the appendix is set out the Road Traffic Act of 1930 (with the author's annotations) and also the Highway Code, which is issued by the Minister of Transport with the authority of Parliament in pursuance of Section 45 of the Road Traffic Act, 1930. The latter docu-

ment makes interesting reading and is illustrated by Traffic Signals that every user of the road should know.

A Leading Decision. Where Mr. Terrell helps us in our dilemma in Singapore, is by his reference to a leading case, decided so far back as 1907 and which is still good Law and sound common sense. That case is not exactly similar to the case decided by the Singapore Magistrate, (no two cases are exactly similar) but there are certain principles which are of universal application which were then considered. Before proceeding with an examination of the differences between the British Law and the Local Law, let us consider this case first.

The title of the case is *Ducross v Lambourne* and for the information of anyone who might be interested (there are not likely to be many), the case is reported in the Law Reports, 1st Volume, King's Bench Series, and at page 40, briefly stated thus:—(1907) 1 K. B. 40 Front-Seat Driving.

In this particular case it so happens that it was not a question of Back-Seat but Front-Seat Driving. There was a gentleman called Ducross and he owned a powerful Mercedes car and on a fine Summer's day he went out in that car and drove along the Coventry Road through the Parish of Sheldon. It was alleged that he was going at fifty miles an hour, and the Police said that was too fast and prosecuted him. He was convicted by the magistrate for unlawfully driving his powerful Mercedes car at a

speed dangerous to the public. Now Mr. Ducross did not like this and so he appealed to Quarter Sessions, but he was not successful. A strange set of circumstances arose at the hearing at Quarter Sessions—there was a conflict of evidence as to whether the car was driven by Ducross or somebody else.

A Lady in the Case. Four persons went for the ride on that Summer's day. They were Mr. Ducross, the owner of the car, Miss Victoria Godwin, Mr. Charles Sangster, and Fred Nicholls (Mr. Ducross's chauffeur).

The prosecution witnesses said that Ducross was driving but the witnesses for the defence said that Miss Victoria Godwin was driving. In any case, it was not questioned that Victoria had a licence and was an expert driver. It was also not in dispute that Ducross and Miss Godwin were both seated in the front seat.

Well, the result was that Quarter Sessions without deciding whether the appellant was himself driving the car dismissed the appeal, and finding as facts that if the lady was driving she was doing so with the consent and approval of the appellant, who knew that the speed at which the car was travelling was dangerous, and that since Ducross was in control of the car, he ought to have prevented it.

With this decision, Ducross was not satisfied and he took the case a step further and appealed to the King's Bench Division, and three celebrated Judges tried the appeal and learned counsel appeared and argued the case.

The case was put up in proper form by the Warwickshire Quarter Sessions for the King's Bench Judges and the point of Law to be decided was whether the appellant was guilty of "aiding and abetting" the commission of an offence.

Avory K. C. argued on behalf of Ducross that since it was not found as a fact that the appellant was driving the car he must have been found guilty of "aiding and abetting" and he referred to the case of *R. v. Coney* in which Mr. Justice Hawkins said "To constitute an aider and abettor some active steps must be taken by word, or action, with the intent to instigate a principal." Ducross, Avory argued, did nothing of that sort. On the other hand if Ducross was treated as a principal offender the Justice had no power, under statute, to convict him summarily.

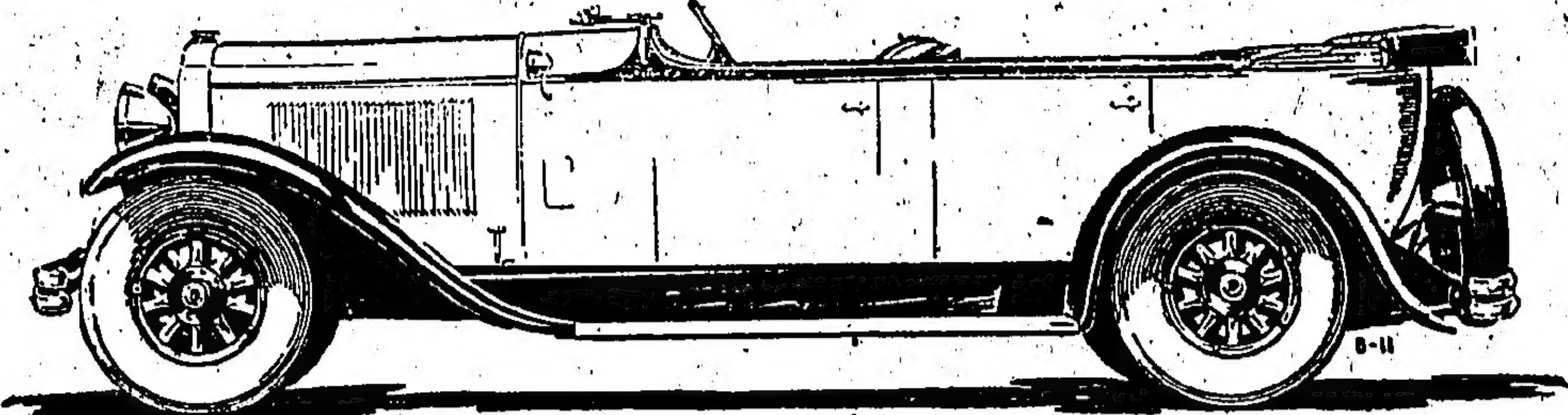
McCardie (now Mr. Justice McCardie) replied to these arguments and said that by the provisions of the Aiders and Abettors Act 1861, the Justice had the power to convict either as a principal offender or as an aider and abettor. He went further and said that in those offences called misdemeanours all the accused persons were principals and that there was no ground for the distinction between indictable misdemeanours and offences punishable on summary conviction.

The Appeal Judges' Decision. And then the three learned judges gave their decision and they all agreed that Ducross's appeal should be dismissed and that the conviction should stand.

The three judges who decided the appeal were Lord Alverstone, Chief Justice, Sir Charles Darling (now Lord Darling) and Sir Edward Ridley.

Lord Alverstone said that two important points had to be considered, one of law and the other as to the proper conclusions to be drawn from the facts. He pointed out that this was not a felony it did not matter whether Ducross was a principal or only an aider and abettor and he went further and stated that it was provided that an aider and abettor may be charged along with the principal offender and may be liable to the same punishment and he referred to cases which upheld his view. He went on to say that the case quoted by Mr. Avory (*Reg. v. Coney*) was a case of spectators at a prize fight and could not be applied generally to other cases. He thought that there was evidence of aiding and abetting and that the Court of Quarter Sessions must have had that fact in mind and that the appeal must be dismissed.

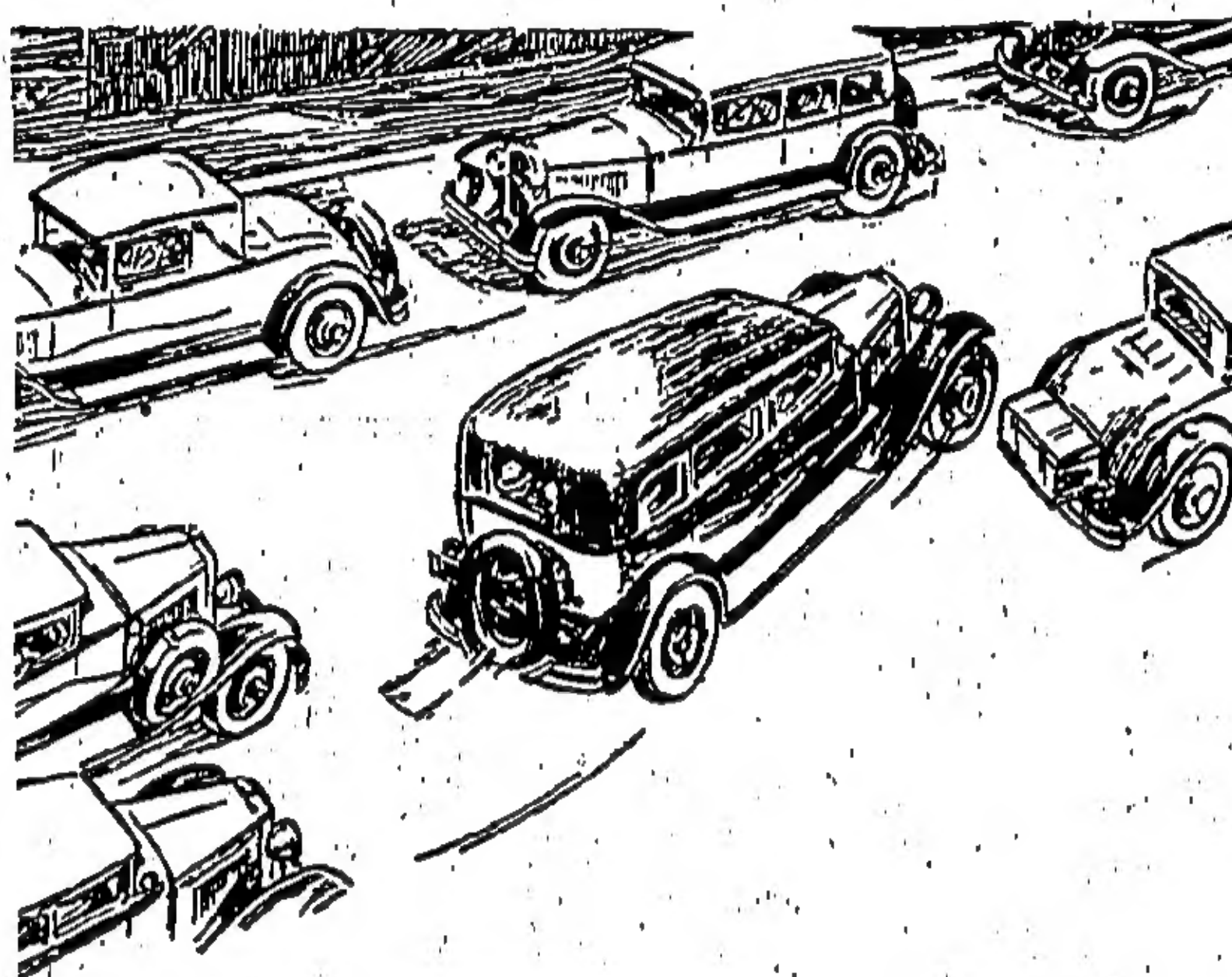
Sir Edward Ridley said that he agreed with the Lord Chief Justice and had very little to add. Sir Charles Darling said that he was of the same opinion as the other two Judges, Ducross, he said, was the owner of the car and in control of it and he allowed Miss Godwin to drive. He emphasised the word "allowed." He ought not to have allowed her to drive so fast. It was erroneous to speak of Ducross as an accessory, because an accessory before the fact is "one who being absent at the time of the crime committed, doth yet procure, counsel or command another to commit a crime."



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CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24755.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24755.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
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OUTBOARD MOTORS.—Rudolf Wolf & Kew, 54 Queen's Road C. Tel. 22173.

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MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24755.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 58283.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley & Co., York Bldg. Tel. 22285.
MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24755.
WILLYS-KNIGHT & WHIPPET BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

The appellant was present, and thus was a principal in the second degree, and he could still be convicted whether he were charged as a principal or as an aider and abettor.

British and Local Law.

There are two main differences between the British and the Local law which have a bearing upon the subject of our consideration. One has reference to the vexed question of Felonies and Misdemeanours and the other deals with Principals and Accessories.

What is the difference between a Felony and a Misdemeanour? This question has been asked for years at every Law examination and has puzzled a good many students. The answer is that there is no logical difference. But that is not all, Felony had certain grievous consequences attaching to it, for instance, the forfeiture of lands and goods. But that was abolished in the year 1870. There is, however, a difference of procedure, affecting Arrest, Trial, the form of oath taken by the jury and the method of the civil remedy to be pursued. However, where there is a Statute in which the adverb feloniously is used, the offence is a felony. In the Local Penal Code any difficulty is overcome by defining what constitutes a particular crime, the method of trial and the punishment which may be inflicted.

Principals and Accessories.

The distinction between principals and accessories is based on whether the party was committed and is only recognised in felonies. Principals are again sub-divided into principals in the first degree and principals in the second degree. The distinction is not now of much practical importance. The Local Law does not draw these distinctions. Accessories are persons who are not the chief culprits nor present at the performance, but are in some way or other concerned with the crime, either before or after it is committed. There is also a sub-division in the case of accessories, namely accessories-before-the-fact and accessories-after-the-fact. The Local Code does not recognise any such distinctions but provides that the abetment of an offence is in itself an offence and is punishable by law. The offence of abetment is punishable whether the crime is committed or not. And this is where we get back to the question of back-seat driving and may trace some parallel with the case of Ducross referred to above. The offence of abetment corresponds as nearly as possible with the British accessory-before-the-fact, but it makes allowance for mere passive concurrence—what is known in Britain as accessory-after-the-fact—and that is not sufficient to constitute the offence of abetment. The scale might, in our local case, have been turned by a hair, and there we have got to leave it.—Singapore Free Press.

CUTTING DOWN DEAD WEIGHT.

Apart from the primary factor that reduction in the weight of a body increases the payload capacity, lowering body weights has recently become a matter of real importance owing to the strict limitation of axle weights imposed in Great Britain by the Road Traffic Act. Various methods have been devised and adopted in the attainment of weight reduction and an interesting instance is furnished by a box van, mounted in an A.E.C. 65 h.p. short wheelbase "Monarch" chassis, recently supplied to a well-known firm of printers, of London and Aylesbury.

The body—14 ft. long, 7 ft. 3 ins. wide and 6 ft. 3 ins. high—complete with cab and all fittings weighs only 12 cwt.—a saving of approximately 15 cwt. in comparison with a similar type of body built of wood. This weight reduction has been achieved by using duralumin framing and aluminium panelling.

Duralumin has been used for the eight bearers supporting the body upon the chassis, for the floor, the door and corner pillars, the side uprights and roof framing, the waist rail and the tubular struts ascending from the uprights to the roof framing. Duralumin having a tensile strength greater than that of mild steel the whole framework is thus strong enough for all purposes, yet light in weight and sufficiently flexible to follow the chassis

over rough roads without racking or distortion.

The floor and tailboard are panelled with duralumin chequer plates, and the outside panelling is formed from four sheets of aluminium. Between these and the pillars, strips of compressed felt are fitted to prevent drumming. As the goods to be carried are books and magazines, which are easily damaged, an interior free from projection has been provided, and this is lined throughout with plywood.

Access to the body can be gained by means of a sliding door opening into the driver's cab, immediately behind the nearside seat, which is of the tilting pattern. This door is particularly useful when deliveries of small parcels have to be made.

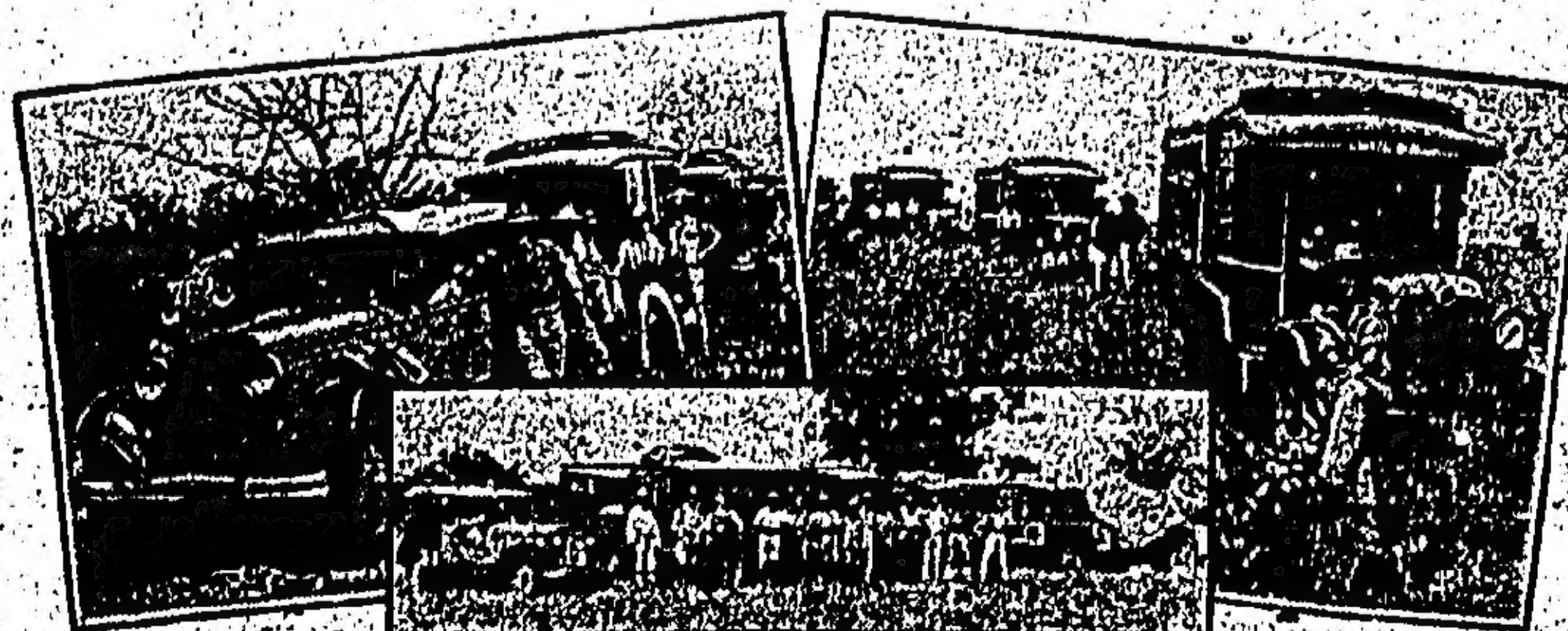
The space between the body and cab is sealed, and made weather-tight by a flitch of heavy rubberised canvas.

BRITISH BUSES ASSURED SUCCESS IN CANADA.

The popularity of the two A.E.C. "Ranger" single deck buses, operated by the Montreal Tramways Company of Canada, has been manifest from the first day they were placed in service. The element of novelty that attended their first appearance on the streets, has now worn off, and they are retaining their place in the affections of the travelling public, because of their peculiarly individual standards of smoothness when accelerating, when running at speed, and when slowing down. It is yet too early to judge of their all round performance from a purely operating point of view; but in the few weeks they have been in service every indication has been given that the A.E.C. has designed a vehicle for Canadian service, whose ultimate success is almost inevitably assured.

Features of the A.E.C. "Ranger" chassis which was specially designed to meet Canadian conditions are: 110 h.p. c.v. engine, automatic coil ignition, 19 ft. wheelbase, overall frame length of 30 ft., specially strong side members and springs, left hand steering, new type front wheel braking system, extra large petrol tanks, etc.

African Expedition Used Dodge Trucks.



The Vernay-Lang Scientific Expedition which spent six months in 1930 in the heart of darkest Africa used five Dodge Trucks and a Dodge Touring Car for transport purposes. There were no tire days during the gruelling journey across central Kalahari when four miles an hour was top speed.

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CURRENT SPORTING GOSSIP

MIXED DOUBLES LEAGUE.

Chinese R.C. Beat the Kowloon C.C.

U.S.R.C. VICTORY.

Playing in the Mixed Doubles Lawn Tennis League yesterday, the Kowloon Cricket Club lost to the Chinese Recreation Club by 5 sets to 4.

Scores:—
E. C. Fincher and Miss O. Dalziel (K.C.C.):—

lost to M. W. Lo and Miss Enid Lo 1-6
drew with Ho Ka-lau and Miss G. Lo 6-6
drew with Yew Man-kit and Mrs. Chiu 6-6

E. F. Fincher and Mrs. McTavish (K.C.C.):—

lost to M. W. Lo and Miss Enid Lo 2-6
beat Ho Ka-lau and Miss G. Lo 6-3
beat to Yew Man-kit and Mrs. Chiu 4-8

A. E. Guest and Mrs. Kew (K.C.C.):—

lost to M. W. Lo and Miss Enid Lo 1-5
beat Ho Ka-lau and Miss G. Lo 6-4

beat Yew Man-kit and Mrs. Chiu 6-2

Ladies' R.C. Defeated.
The United Services Recreation Club beat the Ladies' Recreation Club by 6 sets to 3.

Scores:—
Mrs. Keary and Col. Robinson (U.S.R.C.):—

lost to Miss Stafford-Smith and H. J. Armstrong 3-6
lost to Captain and Mrs. Etherington 3-6
beat Mrs. Kerrich and A. D. Humphreys 6-0

Mrs. Lochner and Capt. Moir (U.S.R.C.):—

lost to Miss Stafford-Smith and H. J. Armstrong 2-6
beat Capt. and Mrs. Etherington 6-3
beat Mrs. Kerrich and A. D. Humphreys 6-1

Mrs. Dook and Lieut. Waring (U.S.R.C.):—

beat Miss Stafford-Smith and H. J. Armstrong 6-3
beat Capt. and Mrs. Etherington 6-4
beat Mrs. Kerrich and A. D. Humphreys 6-1

League Table to Date.

	Sets	P. W. D. L. F. A. Pts.
Indian R.C.	5 5 0 0 32½	9½ 10
Chinese R.C.	5 4 0 1 28½	18½ 8
Ladies' R.C.	6 3 0 3 20½	27½ 6
Kowloon C.C.	4 2 0 2 21½	14½ 4
Recreation	3 1 0 2 12½	14½ 2
U.S.R.C.	4 1 0 3 11	22 2
University	5 0 0 5 8½	30½ 0

CELTIC IMPROVE GOAL AVERAGE.

Airdrie Collect First Point.

ONLY ONE AWAY SUCCESS.

London, Yesterday.
The following matches were decided to-day in the Scottish League (First Division):—

Aberdeen	1	Clyde	0
Airdrieonians	2	Motherwell	2
Celtic	7	Cowdenbeath	0
Dundee	1	St. Mirren	2
Hamilton A.	2	Falkirk	2
Kilmarnock	4	Queen's Park	1
Morton	4	Dundee Un.	2

—Reuter.

Table to Date.

	P. W. D. L. F. A. Pts.
Celtic	5 4 1 0 17 3 9
Third Lanark	4 4 0 0 10 3 8
Rangers	5 4 0 1 16 6 8
Kilmarnock	5 4 0 1 12 7 8
Aberdeen	4 3 1 0 8 3 7
Motherwell	5 3 1 1 14 7 7
Partick T.	5 3 0 2 8 6 6
Hearts	5 3 0 2 7 5 6
Falkirk	4 1 3 0 8 7 5
Hamilton A.	5 2 1 2 14 11 5
Cowdenbeath	5 2 1 2 10 12 5
Clyde	4 2 0 2 5 6 4
Dundee Un.	6 2 0 3 9 11 4
St. Mirren	5 2 0 3 5 11 4
Morton	4 1 0 3 7 8 2
Dundee	4 1 0 3 0 15 2
Leith Ath.	4 1 0 3 4 10 2
Ayr Un.	5 0 1 4 5 14 1
Airdrieonians	6 0 1 5 9 18 1
Queen's Park	5 0 1 5 4 16 0

MEN WHO MADE THE GOLF GAME

The other day I was present at an interesting discussion. It concerned the question as to which individuals had contributed most to the development of golf.

Evolution takes many forms. One has to consider the popularity of the game, its administration, and the methods of play that have found favour in it. Personally, I would select four men as the creators of the greatest epochs in the long pathway of golfing history. In the order of their appearance rather than in any attempt to fix their relative merits, I would set them down as A. J. Balfour (although it was Lord Balfour we had to call him before he died), John L. Low, J. H. Taylor, and Bobby Jones.

When Lord Balfour passed away a year or two ago, very little was said in the chronicles of his career about his association with this game. Yet it is a fair statement that he did far more than anybody else to bring about the spread of golf throughout England; that, indeed, he was the one and only mainspring of the boom that took possession of the country.

His prominence in Parliament, culminating in his rise to the post of Prime Minister, occurred at a time when Conservatism was particularly strong in England, and his enthusiasm for golf became such a by-word that every Conservative wanted to play it.

His reputation for devotion to a then almost unknown game had preceded Mr. Balfour from Ireland, where, as Chief Secretary, he was reported to play whenever he had a few hours to spare, in spite of a lively prospect of assassination.

His zeal for golf when he returned to England caught the public imagination as few phases in the private lives of public men have ever done. His constant lessons; his steady improvement; his victories in the Parliamentary Handicap; these and other factors made countless thousands of his followers think that what pleased this aesthetic statesman ought not to be neglected by anybody.

The Rules-Maker.
Clubs sprang up in every quarter, and it is certain that in most cases the support forthcoming for them was due to the example of Mr. Balfour. On his part, he was always willing to perform the opening ceremony at a new club, when his engagements permitted, and so an intimate touch was established. I claim Mr. Balfour as one of the four outstanding luminaries of golf, because he started the movement which became world-wide.

Notable Figures in Its Evolution.

By HARRY VARDON

J. L. Low's influence was wielded in a different sphere. He was a first-class player, but his historic contribution to golf lies in the fact that, unchallenged and almost unaided, he introduced the code of rules which has been adopted by America and every other nation that plays the game.

At one time, each club had its own set of rules, and no two sets were alike. Low knew the spirit as well as the letter of them all; and he evolved the code which has won universal favour. He had to sacrifice a few of the old tenets in order to satisfy American opinion. Yet, on the whole, the soul and substance of golf have changed wondrously little through the generations, and new peoples have accepted the inheritance of the ancients, put into orderly array by Low, with singularly little disposition to call it old-fashioned.

Our Sports Diary.

LOCAL.

LAWN BOWLS—Saturday—First Division—Tatoo R.C. v. Kowloon Dock R.C.; Civil Service C.C. v. Craigengower C.C.; Second Division—Hong Kong Electric R.C. v. Club de Recreation; Kowloon C.C. v. Tatoo R.C.; Kowloon B.G.C. v. Civil Service C.C.; Craigengower C.C. v. Yacht Club.

ABROAD.

CRICKET—To-day and To-morrow—Middlesex v. Northamptonshire. Surrey v. Leicestershire. Kent v. New Zealand. Hampshire v. Nottingham. Sussex v. Yorkshire. Lancashire v. Derbyshire. Glamorgan v. Gloucestershire. Saturday, Monday and Tuesday. Middlesex v. Surrey. Essex v. Leicestershire. Sussex v. Warwickshire. Somerset v. Nottingham. Gloucestershire v. Northamptonshire.

GOLF—To-day and To-morrow—Boys' International in Scotland. TENNIS—To-day to Saturday. U.S. Men's and Mixed Doubles at Longwood. RACING—To-day—Gloucester Stakes. FOOTBALL—Saturday—Full English and Scottish Programmes. ATHLETICS—Sunday—Germany v. England at Cologne.

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Only J. Harold MURRAY and Norma TERRIS Could Love So Tenderly

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"Famous Love Songs"
"Boys in Love"
"A Man-A-Maid"
"The Black Widow"

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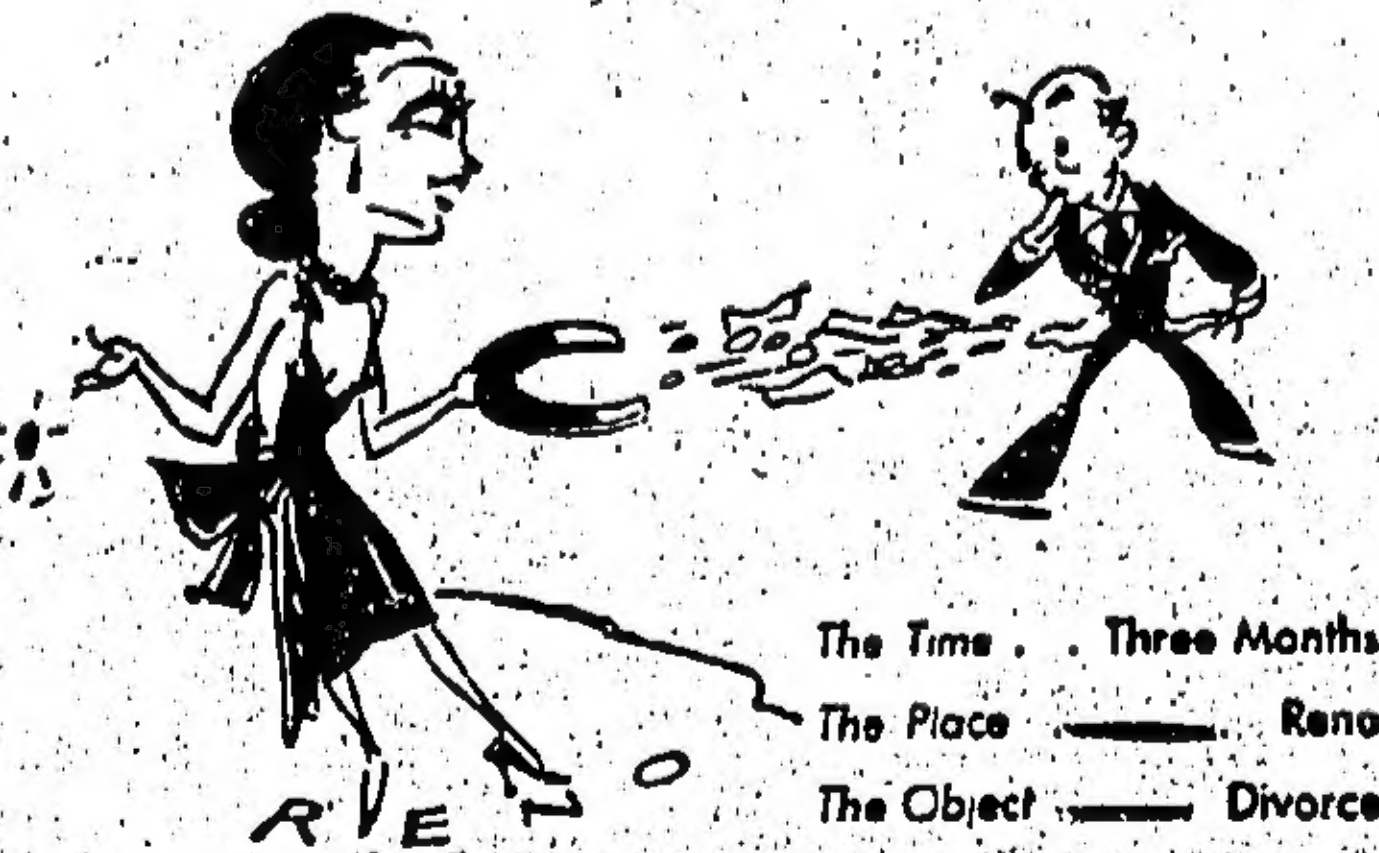
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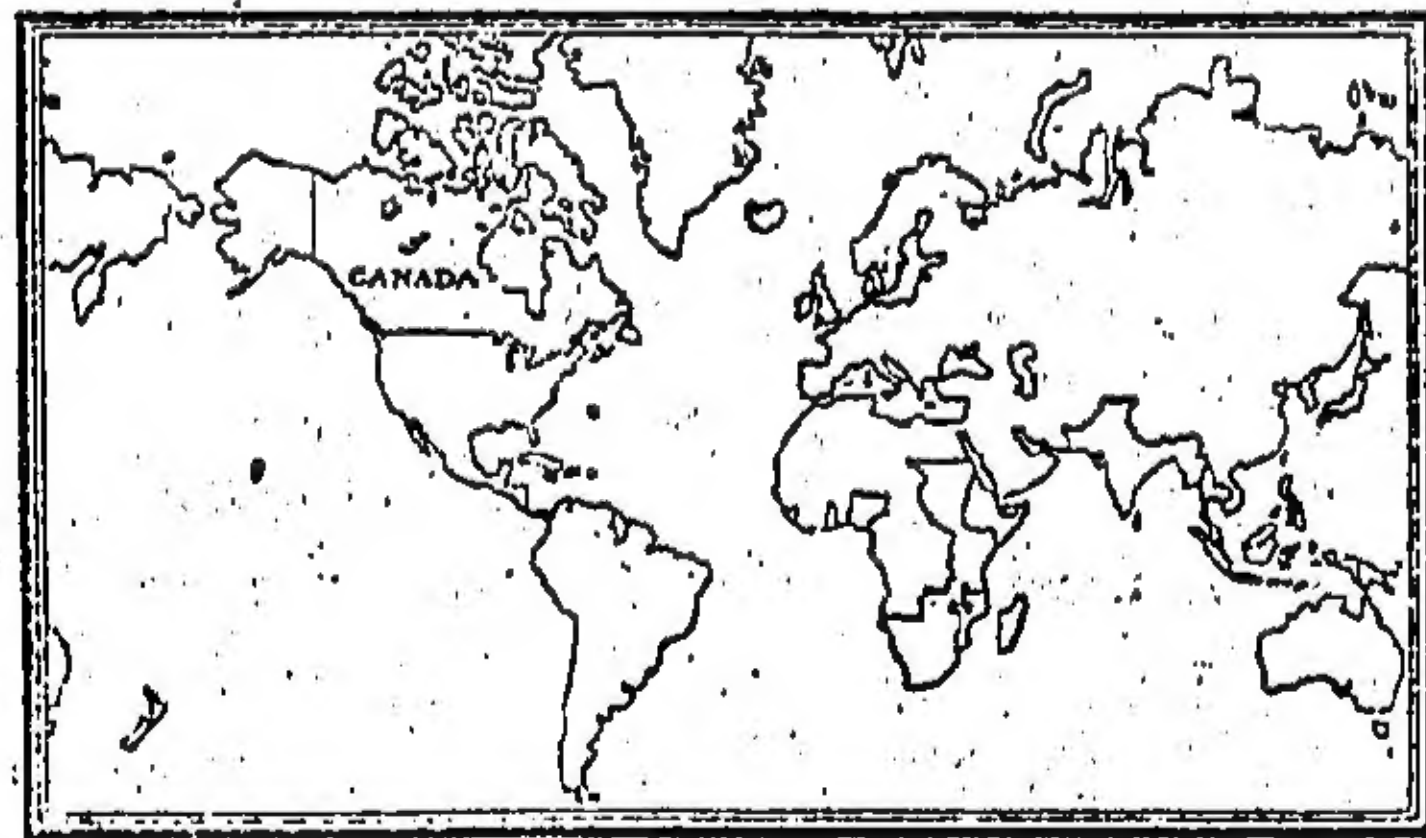
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CRICKET CAPTAIN NOT A
FIGURE HEAD

STUDY OF CAPTAINCY

THE QUALITIES OF PERSONAL
LEADERSHIP.

EXAMPLE TO THE TEAM

The following article which appeared in the columns of the Observer should prove of interest on the eve of the cricket season.

It is true that the spin of a coin no longer accords to a captain the responsible duty of pitching the wicket (and finding a suitable "brow for honest Lumpy"), but it is still hard to exaggerate the importance of a captain to his side, and, indeed, to the whole club or community which it represents. He is at once its focus and its representative; from him his fellows will take their tone in keenness and good sportsmanship, and by him and his consideration visitors will largely judge the spirit of the place.

Fighting Commander.

For a captain is, in the first place, a host whose duty it is to see to the comfort and enjoyment of the visiting side. But he is also a leader in combat, and behind his courtesy must lie the qualities of a fighting commander. Of these, perhaps the most important is that which no amount of taking-thought can acquire—personality, the magnetic something which makes of a man a neutral focus for loyalty, effort, and confidence. The "Old Man," of course, had it in excelsis; so had "Monkey" Hornby and Sam Woods, amongst county captains. Stoddart, Mr. Warner, and Harry Trott in Test matches, whilst at the University, Mr. Leveson-Gower and, in their quiet way, Mr. Gregor MacGregor and Mr. E. L. Kidd illustrated the same gift. But gift it is, and we must leave it at that: temperament, however, a man may study and try to mould in himself, and temperamentally a captain must try to attain a balance between enthusiasm and self-control.

Keenness Personified.

He must be as keen as mustard yet not excitable, alert and receptive in mind yet not at the mercy of each new idea. He must be prepared to take risks, but must yet preserve a balanced judgment, and in dealing with his men he must be strong, but sympathetic, generous with his praise and encouragement, but prepared, if occasion demands it, to say exactly what he thinks: mistakes, however disastrous, should never be denounced in public, for the sinner should be conscious enough of them himself, but slackness and bad temper should be dealt with at once and once for all. A captain should not be too proud to consult the most experienced and sensible members of his side. Dick Lilley was valuable mentor to a succession of Test match captains, and even the aristocratic Mr. Armstrong was not above asking his opinion of that shrewd judge, Mr. Carter, but unsolicited advice will not be welcomed, for no Soviet can ever be a cricket team.

Building Up A Side.

A captain's work begins with the first day's practice of the season, for from the start he must be out to watch and appraise all possible material at his disposal. He must beware of taking last season's values for granted: a man's, and especially a boy's, form may differ widely from year to year, and the greater the number of old choices or obvious candidates available the more important is it for the captain to make it clear to all that they have got to earn their place. The problem is to strike the mean between keeping his men too long on tenter hooks and making up a side too early. Obviously the sooner a side becomes a side the better: he can then arrive at a normal batting order and a normal disposition of the field and begin working out his various tactical schemes for attack and defence. For it is hardly too much to say that half a captain's work will be done off the field, taking over the endless and fascinating problems of the game with the most experienced judges available, reading some of the studies on captaincy which abound in the game's literature, and working out for himself

their application to the particular material which he can command.

Interesting Data.

Of these studies it must suffice here to mention four, those in the Badminton volume by Mr. Warner, in the Lonsdale book by Mr. Fender, in Mr. Noble's most original and vigorous book, "The Game's The Thing," and the chapter in "The Jubilee Book of Cricket." Written as they are by four of the greatest captains that ever lived, they constitute a positive mine of information and suggestion, and if a captain will really study and digest them, returning to them with fresh experience of his own as often as he can throughout the season, he should, at least in the tactical handling of his side, improve almost out of recognition.

Attack and Defence.

Perhaps the most important of all tactical principles for a captain to grasp is the distinction between attack and defence in the field. In batting this is, of course, obvious enough: valuable though a fixed batting order is, there are obviously occasions when it must be modified: the well-known story of Hobbs's bat and Mr. Jardine's appearance in the third Test match of the last Australian tour provides a good example of modification for defence; a left-handed batsman, judiciously used, may be invaluable in this connection. In attack it is a captain's business to tell his batsmen when he wants them to work to a definite timetable, and here we may notice Mr. Fender's interesting suggestion that a batsman is less likely to be disturbed by being asked to score at the rate of 5 runs an hour than 100 runs an hour.

Placing the Field.

But the main scope for attack and defence lies in cut-cricket, in the handling of bowlers and, above all, in the placing of the field; and in whatever other respects English cricket to-day may contrast unfavourably with what it was, in, say, 1899, in this respect at least it may claim a most notable advance. Under the best captains to-day there is an ingenuity, a resource, an elasticity hardly dreamt of thirty years ago. First, then, as to bowling: a captain will always, of course, with due regard to the state of the wicket and the angle of the wind, begin with the two bowlers who can make best use of the new ball; so long as the balance of the game remains reasonably even, his subsequent changes will aim at never allowing the batsmen to get into a comfortable groove nor any one of his bowlers to be bowled to a standstill.

Handling of Bowlers.

To this end variety in attack is important though this is not an end in itself. Lockwood and Richardson, Blythe and Woolley, working in pairs, hardly engendered peace of mind for the batsman! Fast bowlers will be used as storm troops, to be launched in periodic assaults: steady, medium-paced bowlers will be used to hold the fort whilst the former are recuperating. Slow spin-bowlers will be used whenever a stand threatens to be prolonged, and always put on against a hitter or an obviously nervous batsman; they have enhanced value in school matches. All bowlers must be made to realise that it is criminal to bowl wide to a new batsman; he must be attacked at once and every effort made to dislodge him before he has settled down. A captain must watch carefully the approach of the 200 and the new ball, so that the bowler or bowlers who need it most may be rested and fit to make most out of it; conversely, if a spin-bowler is in a run of success, he will probably dispense with the new ball altogether. Generally speaking, fast bowlers profit by the new ball, as it tends to bounce higher than an old one.

Normal Tactics.

Should the batting side threaten to get definitely on top, this open policy must be modified for one of

LAING TO CAPTAIN
INTERPORT SIDE.Fourteen Swimmers for
Shanghai.

OFFICIAL SELECTION.

The team chosen to represent Hong Kong in the triangular Interport Swimming contest against Shanghai and Tientsin at Shanghai in September was officially announced yesterday. Under the management of D. Laing the interporters will sail by the President Cleveland on September 6, and will return on the President Hoover on September 21. The team will be comprised of the following:—

D. Laing,
H. M. Remedios,
C. E. Roza-Perreira,
L. Roza-Perreira,
W. Lawrence,
S. H. Wong,
W. Foraita,
E. W. Raiton,
J. A. Victor,
T. L. Knight,
S. V. Gittins,
E. Zimmern,
J. R. Soares,
Ed. da Roza.

CRAIGENGOWER BEAT
TAKOO R.C.Overwhelming Win in
Spey Royal Cup.

NOW IN SEMI-FINAL.

Playing at the Kowloon Bowling Green Club yesterday, the Craigenower C.C. defeated the Takoo R.C. in the Spey Royal Cup lawn bowls competition, by 28 shots to 13.

A five at the third head placed Takoo in the lead and they maintained the advantage to the eighth head. After this, however, Craigenower forged ahead to win decisively by 15 shots.

Craigenower now play the Club de Recreio for right of entry into the final round.

Scores:—
Craigenower: Takoo R.C.
G. L. Buchanan R. Wallace
R. Bass J. Polson
E. el Arculli J. Laing
U. M. Omar N. Drummond
(Skip) ... 28 (Skip) ... 13

WALKER TO FIGHT
CARNERA.Result of Recent
Draw.

SHARKEY'S OPPONENT.

Berlin, August 21.

Max Schmeling, world's heavyweight champion, expects to fight Micky Walker in Miami next February, his manager announced to-day.

Walker, a former welterweight and middleweight champion, deserted his class for the heavyweight ranks last year and qualified as one of the real top-notchers when he fought Jack Sharkey to a 10-round draw recently.

Sharkey, Walker, and Primo Carnera just about comprise the list of eligibles for the privilege of challenging Schmeling. Sharkey is on Schmeling's blacklist. Carnera, who looks awfully good, is somewhat at a disadvantage because of his long association with third-raters and fourth-raters.

Walker definitely earned a high place by drawing with Sharkey, and probably represents America's choice for the next challenger to Schmeling.—United Press.

temporary defence; in this the medium-paced, steady bowler must play the main part and must try by immaculate length at and out-side the off-stump, coupled by slight changes of pace to lure the batsman to self-destruction. But except when all hope of a win is gone, this policy, when successful, will immediately be replaced by normal tactics.

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HONG KONG

SHANGHAI

MANILA

Overland China Mail.

A WHOLE WEEK'S NEWSPAPERS IN ONE.

The suspected presence of pirates aboard the British steamer Helikon caused the despatch of H.M. destroyer Stormcloud to the scene. The Helikon was overtaken when 140 miles from Hong Kong, and brought back under armed guard. The Police detained three people for further interrogation. The OVERLAND CHINA MAIL gives the details of the affair.

Further messages received from the Commander of H.M.S. Sepoy, engaged in searching for traces of the sunken steamer Kwongsang, lead to the belief that the ship made a dash to shelter in the lee of Fuyan Island, arriving there on Sunday evening, August 9. The storm increased during the night, and the ship was gone in the morning. Little wreckage has been found. It is certain that three Chinese survivors reached Foochow, whence they left by steamer for Shanghai. No confirmation is available of the report of the survival of any European. Full details are contained in the OVERLAND CHINA MAIL.

The OVERLAND CHINA MAIL also contains interesting official figures of imports and exports of the Colony for July, 1931, which show an increase over July, 1930.

A lengthy legal argument as to the rights of deportees in the Colony, and the powers of the Governor and Governor-in-Council to deal with them, aroused considerable public interest during the resumed hearings of an application by an Annamite, a confessed revolutionary, against a Deportation Order directing his return to Indo-China. The OVERLAND CHINA MAIL features full reports.

Details of the terrible floods on the Yangtze, which have already caused 10,000 deaths, made 50,000 homeless, and plunged the country around into famine and chaos, are also given in the OVERLAND CHINA MAIL.

Included in the OVERLAND CHINA MAIL is the outline of a scheme, backed by the Rotary Club, to provide "lunge" for Victoria in the shape of properly-equipped playgrounds; and also details as to the opening of the new trunk phone line between Hong Kong and Canton.

There is no phase of the life of the Colony or of China that does not receive attention in the OVERLAND CHINA MAIL—the weekly paper that YOU MUST ORDER NOW.

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The China Mail

Hong Kong, Thursday, Aug. 27, 1931.

Empire Wines.

A proposal to modify the Anglo-Portuguese Commercial Treaty in such a way as to restore to Empire wines the right to the use of such descriptions as "Australian Port" and "South African Port" applied to wines of Port category produced in the Dominions, has been made to the President of the Board of Trade. At intervals during the past eight years, representations have been made in this matter, but now the greatly increased importance of the Empire Wine interests involved makes the need of regularising the matter more than ever urgent.

It is pointed out, that "Port" is not only a generic term but is of outstanding value and significance in Britain. The continuance of the embargo upon its fair and proper use by the Dominions in the manner indicated not only constitutes a denial of the place and importance which Empire wines, by their quality, should occupy and achieve, but it is a menace to the trade already acquired.

At the present time wines of inferior quality reach Britain in considerable quantities under the title "Port." These importations would appear to be the result of the monopoly in the title enjoyed by Portugal under the Treaty. They appear to be an exploitation of an advantage and Empire wine producers are not only denied their otherwise legal right, but it is questionable whether those who enjoy the monopoly are using it reasonably.

"Port," it is said, is one of the wine terms which has long since lost any strictly geographical significance it may have had. It is a description of a type of wine, and, when prefixed by the words "Australian" or "South African" it clearly means that the wine is of a specific character and made in the country of origin stated.

The process of a place name gradually becoming a type description and losing its geographical significance is cited as being quite usual in commerce. A

current, for example, does not necessarily come from Corinth; considerable quantities of Cheddar cheese come freely from across the Atlantic; and even so precise a description as Demerara sugar has been definitely held by British Courts to be applicable to all sugars conforming to a certain description, whatever their source of origin.

The wine growers of Australia and South Africa, therefore, submit that the retention of the exclusive right to the description "Port" by Portugal is entirely at variance with the facts of the position, and with the ordinary usages of commerce. Its use as desired by the Dominions could not reasonably lead to any confusion between their wines and those of Portugal, but it would, on the other hand, remove a ground or a pretext for misdescription which is not infrequent in the trade, and which is equally detrimental to Empire wine interests and those of the shippers of genuine Port wines.

Empire wine growers accordingly ask for consideration of such steps as will remove this obstruction to their legitimate trade with Great Britain.

Empire wine producers have made out a strong case for the removal of an anomaly, and it will be interesting to hear how the Board of Trade reacts to it and what they will do to have so legitimate a grievance remedied.

Mail Commentary.

Indian Round-Table Conference.

But for the National crisis at home this Conference would have been engaging more and more attention as the date of its assembly approached. That date has not yet been announced and apparently not fixed. It is not likely however, that because of the crisis at home it will not meet this year. It is far too important a Conference to let lapse, so an announcement when it will assemble may be expected as soon after as possible. Mr. MacDonald has formed a National Government Cabinet.

The Constitution of this Conference was recently increased to 108, which is 19 more than its membership when it broke up last January.

Following is the detail of those who are expected to sit in conference. The British delegation, 19 in number, consists of: Socialists—Mr. MacDonald, Lord Sankey, Mr.

Wedgwood Benn, Mr. A. Henderson, Mr. J. H. Thomas, Mr. Lees Smith, Sir William Jowitt, Mr. F. W. Pethick-Lawrence, and Lord Snell; Conservatives—Earl Peel, the Marquis of Zetland, Viscount Hallsham, Sir Samuel Hoare, and Major the Hon. Oliver Stanley; Liberals—The Marquis of Reading, the Marquis of Lothian, Sir Robert Hamilton, Mr. Isaac Foot, and Mr. H. Graham White.

It is possible, in view of Cabinet re-shuffling, there may be some alteration in Socialist representatives.

The Indian States delegation, also 19 in number, consists of the Maharaja of Alwar, the Maharaja Cackwar of Baroda, the Nawab of Bhopal, the Maharaja of Bikaner, the Maharaja of Bikaner, the Maharaja of Jammu and Kashmir, the Maharaja of Nawanagar, the Maharaja of Patiala, the Maharaja of Rewa, the Chief Sahib of Sangli, Raja of Korea, Raja of Sarila, Sir Prabhshankar Pattani, Sir Manubhai Mehta, Sardar Sahibzada Sultan Ahmed Khan, Nawab Sir Muhammad Akbar Hydari, Sir Mirza M. Taspai, Diwan Bahadur T. Raghuvariah, and Col. K. N. Haksar.

The British India delegation will be 70 in number. There were previously only 57.

The Federal Structure Committee has been increased from 21 to 36, and 7 additions have been made to the Minorities Sub-Committee, the new representatives being divided as follows:—

Muslims 3
Hindus 2
Europeans 1
Women 1

There are now three women—two of them Hindus and one a Muslim.

The representatives of British India invited to serve on the Minorities Sub-Committee are the Aga Khan, Sir Sayid Ali Imam, Dr. Ambedkar, Mr. E. C. Benthall, Sir Hubert Carr, Mr. Chintamani, the Nawab of Chitauri, Dr. S. K. Datta, Mr. Fazl-ul-Huq.

Mr. Ghuznavi, Lt.-Col. Sir H. Gidney, Khan Bahadur Hafiz Hidayat Hussain, Sir Muhammad Iqbal, Mr. Joshi, Pandit M. M. Malaviya, Sir P. C. Mitter, Dr. Moonie, and Mahatma Gandhi.

Mrs. Naidu, Raja Narendra Nath, Rao Bahadur Punnis Selvam, Sir A. P. Patro, Mr. Ramachandra Rao, Mr. Shiva Rao, Sir Sultan Ahmed, Sir M. Shaif, Maulvi M. S. Daoodi.

Sardar Sampuran Singh, Mr. Sastri, Sir C. Setalvad, Sir Phiroze Sethna, Dr. Shafa'at Admad Khan, Begum Shah Nawaz, Maulana Shaikat Ali, Rao Bahadur Srinivasan, Mrs. Subbarayan, Sardar Ujjal Singh, and Mr. Zafrullah Khan.

Trade Restored by Woman's Whim.

An inch or two off or on women's dress, as fashion ordains, means, we have been assured before, all the difference between prosperity and hard times to Lancashire. The fur and skins' trades are similarly advanced or retarded, and egrets and ospreys are, either ruthlessly snared and shot down, or left to live their lives. All as fashion dictates.

A London newspaper tells us now that business men in that City are doing good business, and in their view, business is likely to get better. This news is in the nature of a delightfully pleasing oasis in a desert of depression and bad and hard times. And it is all due to the fact that Madame is re-discovering the allure of ostrich feathers.

London, we are told, has long been the recognised world centre of the trade in ostrich feathers. Yet, since 1924, not a single important shipment has been received at the great warehouse of the Port of London Authority in Cutler Street, off Hounds Ditch.

To-day, in the words of a dealer, "Feathers are definitely back. Trade was absolutely dead a year ago, and now we have never had such a rush of orders."

Importers and manufacturers alike have their eyes fixed on the future, and they are watching Madame very closely, for is she not notoriously capricious, and Paris is she not like the Athens of St. Paul? Partly, it was suggested, the permanency of the vogues will depend on the permanency of the long frock, since ostrich feathers call for dignity and poise rather than the happy-go-lucky freedom which the short skirt suggested.

But a gratifying amount of hay may still be made, while the sun shines, and the business men are strongly, splendidly confident.

News in Brief.

A Reuter message from Norfolk, Virginia, announces the arrival there of the flying boat DO-X.

The Netherlands Indian Government has declared the port of Swatow free of cholera on August 22.

One case of cerebro-spinal meningitis was notified yesterday, the case being a Chinese among the floating population.

Mr. Samuel Hamer, Senior Inspector of Works, P.W.D., completes 21 years in Government Service to-day. He was appointed from Port Sudan on August 17, 1910.

A Japanese stowaway, Tashio Fujino, was this morning charged in the Kowloon Magistracy with having stowed away to Manila on board the s.s. Empress of Russia. He admitted the offence and was fined \$50 or a month's imprisonment.

Cheung So (27), a married woman of 1, Lyndhurst Terrace, was admitted to the Kwong Wah Hospital yesterday suffering from the effects of adalin poison, which she is alleged to have self-administered in a room at the Hotel Nathan, Nathan Road.

Falling in Jordan Road, a man, Chan Yik, aged 61 years, who resides in an unnumbered house in Woosung Street, sustained an injury to his scalp. He was found by Mr. A. K. Karamat, of the Police Reserve, and removed to the Kwong Wah Hospital.

The Japanese Boycott Society has been very active and three Japanese steamers are now held up and their pilots intimidated. Organised gangs of armed hoodlums damaged the Japanese Naval Club on Sunday morning, and looted the naval hospital, says a Reuter message from Ichang.

While the Yaumati ferry boat Man Ying was crossing the harbour at 11.25 o'clock last night, an unknown Chinese man jumped overboard and disappeared. A search was made, but no trace of him could be found. The incident was reported by Lance-Sergeant Morris, of the Water Police Station.

The next change of programme at the Majestic Theatre to-morrow is "The Dancers," featuring Philip Holmes and Lois Moran. The former was starred with Nancy Carroll in "The Devil's Holiday," whilst Miss Moran acted in "Behind That Curtain" with Warner Baxter and "Under Suspicion" with J. Harold Murray.

The Japanese ex-Premier, Mr. Yuko Hamaguchi, who had been suffering from the wounds received in an attempt to assassinate him on Nov. 14, died yesterday. Mr. Hamaguchi, after leaving hospital in June, was making reassuring progress until the middle of this month, when his appetite decreased, and his general condition became enfeebled, culminating in a stroke which terminated in his death at his private residence in Tokyo, cables Reuter.

Messrs. F. S. W. Smith (foreman) J. P. Way and W. I. J. Souza were empanelled on a Jury at the Central Magistracy yesterday with Mr. Schofield as Coroner, for an enquiry into the circumstances concerning the death of a man, Wan Tang-kam (45), who, along with five others, was killed at a landslide at Wong Nei Chung on August 17. It will be recalled that eight others were injured when three matchsheds out of four collapsed under the fall of earth. The inquiry was adjourned.

NEWS IN ADVTS.

A European residence is advertised for sale at Taiipo.

The Jockey Club announces a change in the conditions of Race 2 on October 10.

Claims against the estate of the late B.Q.M.S.W. Hill are to be lodged on or before the first post on Monday next.

Two lots of Crown land at Shamshupo are to be auctioned at the P.W.D. offices on Monday. Details will be found in page 8.

CHINESE WEDDING.

Reception at Hong Kong Hotel.

THE BRIDE'S DRESS.

The marriage of Miss Doris Lui, youngest daughter of Mr. and Mrs. W. S. Lui of Pioneer Building, Nathan Road, Kowloon, to Mr. Aysey Aug-Chen of Sydney, Australia and Hong Kong, was solemnised at the Registry Office on Tuesday.

The reception was held at the Hong Kong Hotel Roof Garden, where their many friends and members of the family gathered to welcome and wish them happiness and long life.

The bride wore a beautifully designed wedding dress, delicately worked with silver beads and embroidered silk figures, with long veil and close-fitting silver beaded cut-away hat and silver shoes to match.

The toast of the "Bride and Bridegroom" was fittingly made by the Hon. Dr. Kotewall, C.M.G., LL.D. On behalf of the bride and himself, the bridegroom responded.

On behalf of the family of the bride, Mr. Shou J. Chen moved a vote of thanks to the Hon. Dr. Kotewall.

The ceremony ended by the bride cutting the wedding cake and guests present accepting pieces in commemoration.

Mr. William Louey, and Mrs. Louey gave great assistance in making the function a very successful one. Mr. Li Chor-chi and Mrs. Sharpam rendered musical items during the afternoon.

The bride and bridegroom left yesterday evening for Canton to attend other family functions and will spend some days there before returning in order to proceed northward.

MR. B. BARRETTO.

Death of Old Resident of Macao.

SHOCK AFTER DISASTER.

The death occurred here yesterday of Mr. Bartholomew Barretto, an old resident of Macao, where he had lived for nearly 50 years.

Mr. Barretto came to Hong Kong following the explosion at Macao and stayed with his nephew, Mr. J. C. Barretto. He suffered greatly from shock, from which he never recovered.

The funeral took place at the Roman Catholic Cemetery, Happy Valley, last evening, Mr. J. C. Barretto and his son being the chief mourners. There was a large attendance of friends of the family to pay their last respects.

Services both at the Cemetery Chapel and at the graveside were conducted by the Very Rev. Fr. G. M. Spada, Rector of the Rosary Church, Kowloon.

MR. F. S. DE SOUZA.

Funeral at Roman Catholic Cemetery.

The funeral of Mr. Francisco Sales de Souza, whose death at the Government Civil Hospital was reported yesterday, took place at the Roman Catholic Cemetery, Happy Valley, last evening.

There was a large attendance of friends of the family, and the chief mourners were the deceased's nephews and nieces—Messrs. A. M. de Souza, A. L. de Souza, and V. F. de Souza, and the Misses A. and L. M. de Souza.

Services were conducted both in the Cemetery Chapel and at the graveside by the Rev. Fr. D. Page. Bishop Valtorta was also present, accompanied by the Rev. Fr. L. Rossi.

Floral tributes were sent by members of the family and one from the staff of the Treasury.

Ten Years Ago.

[From the "China Mail" of August 27, 1921.]

To-day's dollar is worth 2/8½.

Everybody has heard about the Court clock that was stolen while the Court was sitting, but some consider the story apocryphal.

Opium smugglers have a nerve too. They smuggled opium on a revenue cruiser on which the I.G.M.C. was travelling.

But the palm must go to the thief who went to the Hong Kong Police Club and abstracted a large sum of money from a policeman's coat that was hanging there.

LEGACIES FOR HOSPITAL.

East India Merchant's Estate.

WINDFALL FOR ABERDEEN.

Mr. William Sutton, retired East India merchant, who died at his residence, Woodlands, Culter, Aberdeenshire, on December 4 last, left local estate valued at \$145,400. Personal estate in England and Scotland was valued at \$64,882.

Charitable bequests in the will were as follows:—

To the Royal Research Institute, Bucksburn, Aberdeen, £10,000; the Salvation Army, £10,000; Dr. Barnardo's Homes, £2,500; the Royal Aberdeen Hospital, £2,500; Morningfield Hospital for incurables, £500; Aberdeen Lads' Club, £500; St. Katherine's Club for Girls, £500; Asylum for the Blind, Aberdeen, £500; St. Dunstan's, £500.

Also, a legacy of £2,500, in seven yearly instalments, to the Maternity and Children's Welfare Branch of the new General Hospital, Aberdeen.

Grant has been made to Mr. G. G. N. Tinson, lawful attorney for the executors, of resealing of Testament-testamentor of the Trust Disposition and Settlement.

Ex-Hong Kong Man's Will.

Mr. Francis Robert John Adams, civil engineer, formerly of Hong Kong, left local estate valued at £168,700. Mr. Adams died at his residence, Rayfield Park, Avenue, Maidenhead. The gross value of the estate in Britain is £29,217.

The will provides for disposition of the estate amongst testator's family. Certified copy of probate of the will has been granted to Mr. G. G. N. Tinson, lawful attorney for the executors, Daisy Constance Adams and Ernest Marshall Wood.

MIDNIGHT ROBBERY

Shanghai Street Residents Ordeal.

A GOOD HAUL.

At about midnight last night, three robbers, armed with a revolver, a knife and a stick, broke into a floor at 673, Shanghai Street, which is occupied by Chan Wo-kam, a married woman, and her amah.

The woman heard a knock at her door, and on asking who was there a reply came that they had come to collect nightsoil. The door was opened, and a man entered, closely followed by two others. The inmates were soon overpowered, tied up, gagged, and forced into a cubicle on the floor.

The robbers ransacked the house, and made good their escape with a haul of money and jewellery to the total value of \$447.

STORE ENTERPRISE.

One Day's Free Purchase at Sincere's.

The Sincere Co., Ltd., are making an unprecedented offer in the history of local merchandising. Started yesterday the Company are having a fourteen days' sale. Bargains are heaped on the counters of every department and also displayed at the Roof Garden. At the conclusion of the sale one of the bargain days will be designated by disinterested parties as the free purchase day, and all customers holding their cash sale memos hearing the stamp of that day will be refunded 10 per cent. of the value of their purchase with the Company's credit coupons.

Besides the free purchase offer, there are many new features in this store's sales attractions. In one of the main windows are displayed dollar values, a scheme which is so popular in European and American stores but not so common with Chinese merchants. Loudspeakers are installed on every floor through which sale news and music are promulgated. Among the bargains offered are, according to information received, from this store, 10,000 bottles of Pandora lotions at \$1.95; 500 K.E.R. White emulsion bottles at \$1.95; 500 bottles John Exshaw brandy at \$1.95; 500 bottles Sandy Mac whisky at \$1.95; Chinese silks, cameras, bathing suits, Peking parchment, lamp shades, stationery and other things too numerous to enumerate here.

ROUND THE LOCAL CINEMAS.

Reviews from Official Sources.

"TARNISHED LADY."

In "Tarnished Lady," now showing at the King's Theatre, you meet a new and shining screen personality who is already a sensation. She is Tallulah Bankhead, the American girl who invaded England with charm and captivated the whole British nation from the stage. Co-starred with Olive Brook, the suave English leading man, Miss Bankhead's beauty, vivacity and talent show to excellent advantage in the dramatic story written for her by Donald Ogden Stewart. Stewart, who has been climbing rapidly to front rank among the new American dramatists, has in "Tarnished Lady," written a moving picture story which scintillates with smartness and brilliancy.

It is the story of a girl who chooses to marry for money rather than meet poverty by yielding to the dictates of her heart. She discovers the bitterness of a loveless marriage, and, too late, tries to retrieve the glories of her lost love. Disillusioned, she turns and marries a love greater than the one she lost.

Miss Bankhead's beauty is set off by a gorgeous array of lovely clothes, rich settings and an atmosphere of light, but intense, dramatic sincerity. Her sparkling wit is equal to the subtlety of Stewart's writing. A special cast of talented players support the twin stars of "Tarnished Lady." This picture was directed by George Cukor, the man who made "Royal Family of Broadway."

"WAY FOR A SAILOR."

Ollskin boots and soxweters formed the most important part of the wardrobe for the sea-going location trips of "Way for a Sailor," showing to-day at the Queen's Theatre with John Gilbert starring and Wallace Beery in a featured role.

The players and crew made their base at San Pedro Harbour where they remained until the weather man informed them to the effect that a stiff gale was blowing to sea. Then they would shove off in a chartered freighter for the storm zone where unusually exciting scenes were filmed.

Sam Wood directed a cast which includes Leila Hyams, Jim Tully, Polly Moran and Doris Lloyd.

"HONOUR AMONG LOVERS."

Out of a total of 64 men and women used as "colleagues" for a sequence in Paramount's new modern talking picture drama, "Honour Among Lovers," it was disclosed that 26 actually owned degrees or had attended various universities of the higher order.

Of the principals in the cast, Fredric March is a University of Wisconsin man, Monroe Oweley attended Loomis in Connecticut, Claudette Colbert was educated in France, and Ginger Rogers was schooled in Texas. Charles Ruggles once took a course in a prep-school, but that didn't last long. His penchant for the stage got the better of him.

"Honour Among Lovers," directed by Dorothy Arzner, the foremost woman director of to-day, from an Austin Parker story, opened yesterday at the Central Theatre. It is a modern love drama, dealing with a pretty brokerage secretary who spurns tempting offers from her handsome young employer, marries the man of her choice, and in a tremendous climax, discovers that she has been blind to the character weakness of the preferred man.

"CHARLIE CHAN CARRIES ON."

While there are many contestants for the title of the best ingenue, or the best leading man, or the best comedian on the screen, when it comes to selecting the best portrayer of Oriental roles, there is no choice. Warner Oland, who portrays the little role in "Charlie Chan Carries On," Fox mystery drama, scheduled to open next Sunday at the King's Theatre, wins that distinction without an argument.

Born in Umea, Sweden, Oland went to America when a mere youngster, and attended school in Boston, graduating from high school there, and then receiving his first theatrical training at Dr. Curry's Dramatic School. During the next 20 years he remained before the footlights, specialising in

Shakespearean and Ibsen roles, and toured extensively in America as well as in Sweden, subsequently making several round-the-world trips with various travelling companies. Oland's first screen roles were in four Theda Bara pictures for Fox films in 1917. Subsequently he played in a number of Pathé series, but his first role of importance was that of Charlie Yong in "East Is West" with Norma Talmadge in 1922. Other picture parts followed, including one in the first talkie, "The Jazz Singer," and later villainous Chinese roles in "In Old San Francisco," "China Town Nights," "Wheel of Chance," "The Mysterious Dr. Fu Manchu" and "The Return of Dr. Fu Manchu." In every screen role, however, no one thought of casting him as anything but a villain of the deepest dye.

A few months ago, Fox was searching everywhere for an actor to play the title in "Charlie Chan Carries On," based on Earl Derr Biggers' well-known mystery story. More than 20 eminent actors were tested for the role, but none proved suitable until Oland's test was screened. "That's the man," said Director Hamilton MacFadden. The studio officers agreed, and Oland was signed to enact the first sympathetic Oriental role of his career. Marguerite Churchill, John Garrick, Warren Hymer, Marjorie White, C. Henry Gordon and Lumsden Hare are in the cast of this unusually entertaining film.

"FREE LOVE."

If you had a wife who spent your money as fast as you could make it; who paid no attention to the manner in which your home was run; who thought only of parties—

If she deserted you, taking your children with her and if you were in love with her enough to go to her and beg her to return to your home—

And then, she agreed to return provided that she might have her own quarters and come and go as she pleased—

And if she had an affair with your best friend—

Well—what would you do? This is the situation in which Steve Ferrier, played by Conrad Nagel, is placed in "Free Love," a Universal all-talking drama, which comes to the Central Theatre on Sunday.

What Steve does to his wife, Genevieve Tobin, is a surprise, to her at least, and it will be a surprise to you, one which you will not want to miss.

Here is a story which will appeal to every man and wife in the Colony. A story of a young couple, madly in love with each other until the time when the wife decides to "go modern" and then it is just one big battle until the husband goes caveman.

This is the picture every married couple, every man and woman contemplating marriage, and every unmarried man and woman should see—it is a modern story of modern people, travelling at high speed—"Free Love."

"STEPPING OUT"

Can she dive? And how! Leila Hyams proves her prowess not only as an actress but in aquatic sports in her latest screen role. She and the long-legged Charlotte Greenwood do plain and fancy diving in the Caliente swimming pool scenes of "Stepping Out," Metro-Goldwyn-Mayer's comedy-romance of Hollywood and Caliente, which will open on Sunday at the Queen's Theatre.

The picture is based on the stage play by Elmer Harris and depicts the ludicrous attempts of two "butter and egg" men to go into the motion picture business in a big way.

Reginald Denny, Lilian Bond,

QUEEN'S THEATRE ATTRACTION.



JOHN GILBERT & LEILA HYAMS who are the leading players in Metro-Goldwyn-Mayer's latest talkie "Way for a Sailor," which is playing as the feature attraction at the Queen's Theatre from to-day to Saturday. Gilbert and Miss Hyams played in "Gentleman's Fate" recently screened here.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 855 metres:

6-8 p.m.—European Programme of Victor Records.

6-6.42 p.m.—A Concert. Orchestral—Invitation to the Waltz (Weber), Philadelphia Symphony Orch. (6643).

Song—Lol Here the Gentle Lark (Shakespeare-Bishop), Solvejg's Song (from "Peer Gyn"—Grieg).

Madam Amelita Galli-Curci, Soprano (6924). Duet for Two Pianos—Impromptu—Requiem (Edward Schull), Valse (Arensky).

Harold Bauer and Ossip Gabrilowitsch (8162).

Song—Ave Maria (Mazcagli), Largo (from "Xerxes") (Handel), Titi Schipa, Tenor (6763).

Violin Solo—Deep in My Heart, Dear (Donnelly-Romberg), Inland Love Call (Harbach-Hammerstein-Friml), Fritz Kreisler (1151).

6.42-7 p.m.—Organ Solos. Dreaming the Waltz Away, Lay My Head Beneath a Rose, Jesse Crawford (20363).

Out of the Dawn, My Angel, Jesse Crawford (21630). In a Little Spanish Town, Jesse Crawford (20458).

7.05-7.30 p.m.—Hawaiian Music. My Honolulu Dream Girl, In the Heart of Hawaii, Hilo Hawaiian Orchestra (19686).

Beautiful Hawaii, Frank Ferrera and Anthony Franchini (Hawaiian Guitars).

Hawaiian Twilight, Hawaiian Trio (18689). Honolulu Sweetheart of Mine, Along Miami Shore, Hilo Hawaiian Orchestra (21558).

7.30-8 p.m.—Pianoforte Solos. Chant D'Amour (Song of Love) (Stojowski), Reflections on the Water (Debussy), Ignace Jan Paderewski (66633).

La Campanella (Paganini-Liszt), Nocturne in F Sharp Major (Chopin), Ignace Jan Paderewski (88225).

Valse Caprice (Rubinstein), Valse Brillante (Chopin), Ignace Jan Paderewski (68777).

8 p.m.—Local Time & Weather Report.

8.03-10.30 p.m.—Chinese Studio Concert.

10.33 p.m.—Close Down.

ALLEGED BRIBERY.

Complicated Indian Dispute.

\$100 FINE REMITTED.

A complicated case regarding a motor-cycle came up for the second time before Mr. Justice Lindsell in the Summary Court yesterday afternoon, when an application was made by Mr. F. C. E. Rendall, on behalf of Katar Singh, for the remission of a fine of \$100, imposed for perjury at the previous hearing.

Bissen Singh, described as leader of the local Sikh community, was recalled to give evidence as to the transaction between Katar Singh and Mohinder Singh. He said he had been told that Bundar Singh, a police constable at that time, intended to make a present of a motor bicycle to Mohinder Singh, an Indian A.S.P. of the Hong Kong Police force.

Witness said that he understood that Bundar Singh had been promised promotion if he made the gift.

His Lordship remarked that a good deal of dirty linen was being washed without elucidating much. Although he still believed plaintiff had not spoken the truth, in view of the present evidence he would remit the fine of \$100 for perjury.

An application by Mr. H. J. Armstrong, on behalf of Mohinder Singh, was refused. His Lordship adding that the afternoon's proceedings did not affect Mr. Armstrong's client, so that he saw no necessity to take a note of repudiations of alleged bribery.

Cliff Edwards, Merna Kennedy, Harry Stubbs, Richard Tucker, Kane Richmond and Wilson Benga are in the cast. Charles Reisner directed.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Entertainments.

To-day—King's Theatre; "Tarnished Lady."

To-day—Queen's Theatre; "Way for a Sailor."

To-day—Central Theatre; "Honour Among Lovers."

To-day—Majestic Theatre; "Lightnin'."

To-day—Star Theatre; "Married in Hollywood."

Lammert's Auctions.

To-morrow—At Sales Room, Postage Stamps, 5.15 p.m.

Meetings.

August 31—Douglas Steamship Co., Ltd., P. & O. Bldg., 11 a.m.

August 31—Hong Kong Development Building and Savings Society, City Hall, 2.30 p.m.

Home Malls.

To-morrow—Inward from Europe via Siberia (Karmala); Outward for Europe via Siberia (Kalyan) 6 p.m.

Sports.

See Sports Diary on Page 4.

Concert.

To-morrow—Promenade Concert, Volunteer Headquarters, 9.15 p.m.

Land Sales.

August 31—At P.W.D. offices two lots of Crown land at Shamshuipo, 3 p.m.

Miscellaneous.

September 4—Reception for Miss Marion Hewlett, Helena May Institute, 11.30 a.m.

HEAT WAVE.

Official Figures from Observatory.

The following are the details of temperature and humidity recorded at the Royal Observatory during the present heat wave:—

Date.	Temperature.		Relative Humidity.	
	Maximum	Minimum	Maximum	Minimum
August 20	87.9	79.3	94	76
" 21	85.0	80.0	94	79
" 22	91.0	79.0	91	61
" 23	91.0	79.9	91	66
" 24	93.1	83.0	92	67
" 25	94.0	83.7	87	50
" 26	91.2	83.8	87	63

*—to 4 p.m.

The maximum temperature on August 25, 94 degrees, has been exceeded on only one occasion, 1900, August 19, when it was 97 degrees. It has been equalled on three occasions, 1895, September 6, 1896, July 22 and 1914, August 31.

Other high maxima occurred as follows:—

1892 September 5 93.9
1895 June 5 93.6
1915 July 28 93.4

Fortunately the relative humidity on August 25 fell from 80 per cent. at 7 a.m. to 50 per cent. at 5 p.m. thus tempering to a certain extent the physical discomfort of such temperatures.

22 VESSELS BOUGHT.

Fleet Taken Over By The Dollar Lines.

Under the name of the Portland California Steamship Co., the Dollar Steamship Lines has purchased the twenty-two vessels comprising the former fleet operated in the Gulf and intercoastal trade by the Trans-Marine Lines.

The fleet was operated by the Trans-Marine Lines from 1924 to 1929. Nothing definite has been decided as to what use will be made of the vessels, but it has been intimated that possibly six of them will be used in the coastwise fleet of the Admiral Line and the balance in the trans-Pacific trade.

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15 Records .. \$67.50.

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Lager, Hall's "Boar's Head brand," per case 6 doz. Pts. \$34.50

Munchener, "Burger-bräu Dark," per case 4 doz. Qts. \$45.00

Munchener, "Burger-bräu Dark," per case 6 doz. Pts. \$42.00

Pilsener, German, "Flying Zebra" brand per 6 doz. Pts. \$38.50

Pilsener, Belgian, "Lion" brand, per case 6 doz. Pts. \$32.50

Pilsener, Belgian, "Lion" brand, per case 4 doz. Qts. \$34.50

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The China Mail

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Overland China Mail

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WANTED.—Immediate possession by married couple, unfurnished flat, small house or bungalow. Must decide at once. Reply giving particulars to Box No. 699, c/o "China Mail."

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NEW ADVERTISEMENTS

THE HONG KONG JOCKEY CLUB.

Ninth Extra Race Meeting,
10th October, 1931.

Race No. 2—KWANGSI HANDICAP—conditions should read:—
For China Ponies—"A1" and "A2" Classes. "A1" class ponies, winners of \$10,000 or more in stakes at any time barred.
By Order,
C. B. BROWN,
Secretary.

Hong Kong, August 27, 1931.



PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 31st day of August, 1931, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less the last three days thereof.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Plot Price
1	Shamshuipo	1/2000	1/2000	1/2000	1/2000



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PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Plot Price
1	Shamshuipo	1/2000	1/2000	1/2000	1/2000

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction

ON
FRIDAY, August 28, 1931,
commencing at 12 noon,
at their Sales Room,
Duddell Street

30 Cases Green Pens
30 Dozen Socks
1 Bale Cotton Yarn
1 Bale Mechanical Printing Paper
6 Sacks Flour

and
A Quantity of
FURNITURE AND
MISCELLANEOUS GOODS.
Terms—Cash on Delivery.
LAMBERT BROS.,
Auctioneers.

Hong Kong, August 27, 1931.

THE Undersigned have received instructions to sell by Public Auction

ON
SATURDAY, August 29, 1931,
commencing at 11 a.m.,
at their Sales Rooms,
Duddell Street

A Quantity of
LADIES' DRESSES, HATS,
SHOES, SOCKS, ETC.
Terms—Cash on Delivery.
LAMBERT BROS.,
Auctioneers.

Hong Kong, August 27, 1931.

FOR SALE.

An Attractive European Residence at Tai Po.

SITUATED South of Railway between Tai Po and Tai Po Market Stations, containing 3 Reception Rooms and 4 Bed-rooms, 2 Bathrooms, English Baths fitted with hot and cold water, Flush Water-closet, Fitted for Electric light, Hard wood floors, Lawn, &c. For further particulars, apply Superintendent of Crown Lands, P.W.D., or District Officer, North Tai Po.

HONG KONG VOLUNTEER DEFENCE CORPS.

PROMENADE CONCERT

AT

VOLUNTEER HEADQUARTERS

ON

FRIDAY, AUGUST 28,

AT

9.15 P.M.

ARTISTES—

MRS. NEIL MATHIESON

MRS. F. C. E. RENDALL

MR. W. M. BARTON

THE CORPS BAND.

ADMISSION \$1.00

(Including tax.)

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by

A. H. CROOK, O.B.E., M.A.

W. L. HANDYSIDE, M.A., B.Sc.

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China Mail Offices.

GENERAL NOTICES.

NOTICE.

ANY PERSON having a Claim against the Estate of the late No. 14 397 Battery Quarter-master Sea W. HILL, R.A., Hong Kong Singapore Brigade Royal Artillery is requested to lodge same immediately with the Officer Commanding, Hong Kong Singapore Brigade R.A., Gun Club Hill Barracks, Kowloon. Claims received after the first post MONDAY, August 31, 1931, will not be considered.

COMPANY MEETINGS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of the Shareholders in the above Company will be held at the Company's Offices, P. & O. Building on MONDAY, August 31st at 11 a.m. for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1930. The TRANSFER BOOKS of the Company will be CLOSED from 24th of August to 31st of August, both days inclusive.

DOUGLAS LAPRAIK & CO.,
General Managers.

Hong Kong, 19th August, 1931.

FOR SALE.

A Selection of the best varieties of
RELIABLE AND TESTED
Flower and Vegetable
SEEDS

From
Messrs. Sutton & Sons, Reading
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Southampton
Messrs. Arthur Yates & Co., Ltd.,
Sydney.

The opportunity of serving you will be a pleasure and your commands will have our best attention.

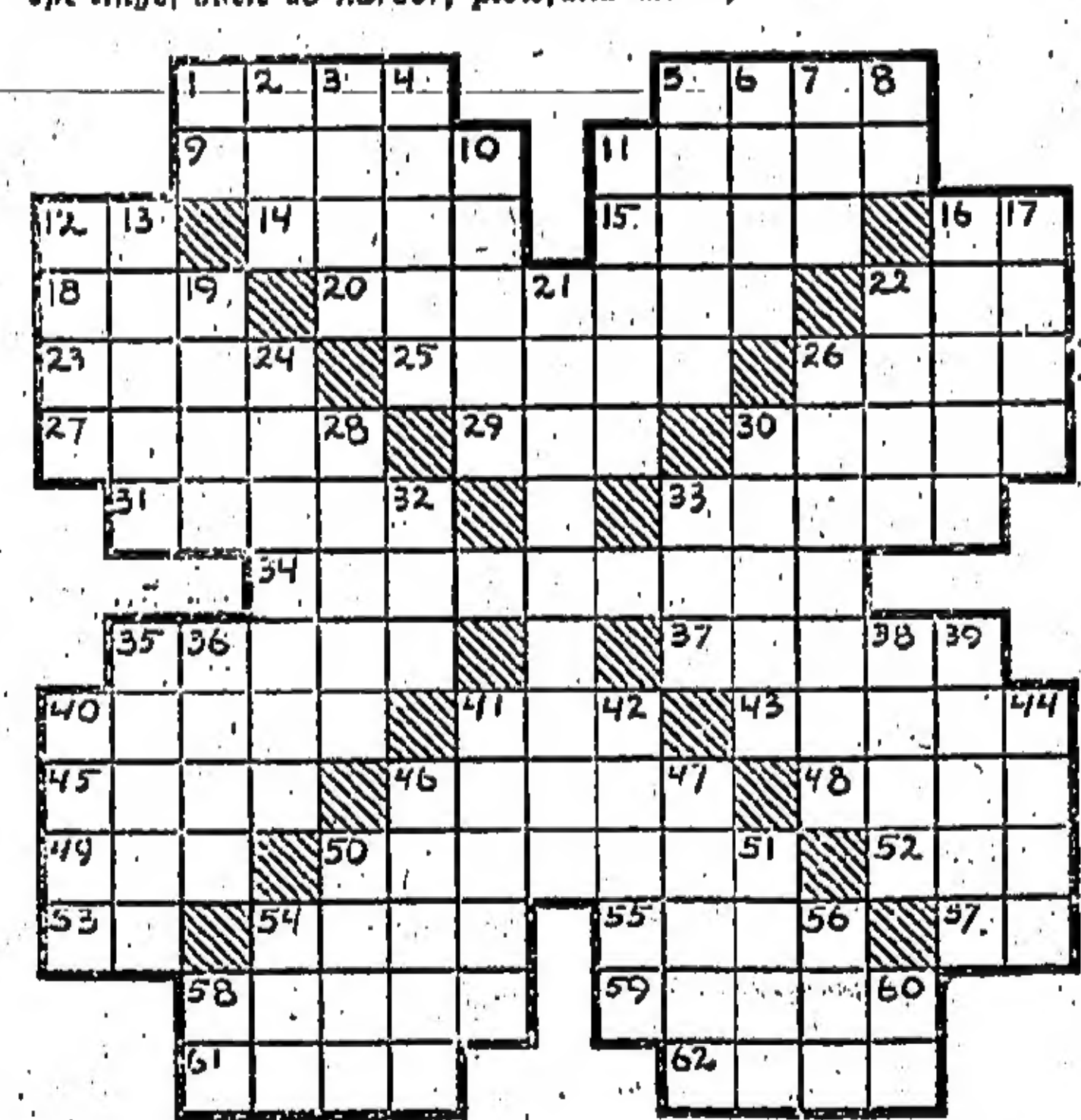
GRACA & CO.,

No. 10, Wyndham Street.

P. O. Box 620, Hong Kong.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

- 1—After end of a church
- 2—Olympiad (abbr.)
- 3—To besiege
- 4—Runs away
- 5—Army Corps (abbr.)
- 6—Organs of hearing
- 7—Tumult
- 8—Country of Europe (abbr.)
- 9—Proceeded rapidly
- 10—A term
- 11—Before
- 12—Entrance
- 13—Thin, narrow strips of cloth
- 14—To catch under a net
- 15—Affirmative
- 16—Sightless
- 17—Dogma
- 18—Satisfied
- 19—The office of a tribune
- 20—Steeple
- 21—Trunk of the body
- 22—Backbone
- 23—A nocturnal mammal
- 24—Approaches
- 25—A penetrating flavor

HORIZONTAL (Cont.)

- 26—Chief of evil spirits
- 27—Drop
- 28—Part of "To be"
- 29—Opposed to specific
- 30—American
- 31—Ornithologists
- 32—Union (abbr.)
- 33—Musical note
- 34—Vehicle on runners
- 35—Unbeached
- 36—N. central State of U. S. (abbr.)
- 37—Being in want
- 38—Cures, as hides
- 39—High Turkish official

VERTICAL

- 1—Because
- 2—Pastry
- 3—Oceans
- 4—A herb
- 5—Medley
- 6—Boy's name
- 7—Still
- 8—A college degree
- 9—A literary composition
- 10—Cooks over fire
- 11—Homeless wanderer
- 12—Military student
- 13—Grate
- 14—Peruse
- 15—A number
- 16—Conjuncture
- 17—Large lake
- 18—Camping
- 19—Changed the form of
- 20—Earth (Fr.)
- 21—A rod for beating
- 22—Blind
- 23—Roasted
- 24—Lean
- 25—Evergreen tree
- 26—Girl's name
- 27—Constellation
- 28—Heavenly body
- 29—Bow-legged
- 30—Small secluded valley
- 31—Crowd
- 32—Great body of salt water
- 33—A recess in a wall
- 34—Small secluded valley
- 35—Central Switzerland
- 36—Night (abbr.)
- 37—Comparative suffix

The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 27th August, 1931.

Next Settlement Day, Monday, 28th Sept., 1931

STOCK	Open	High	Low	Close	Last dividend and when paid
Banks.					
Hong Kong Bank	103.50	103.50	103.50	103.50	Interim 23.50 for 1931 Aug. 10, 31
Chartered Bank	121.00	121.00	121.00	121.00	Interim 23.50 for 1931 Mar. 31, 31
Mercantile Bk., Ltd.	121.00	121.00	121.00	121.00	Interim 23.50 for 1931 Apr. 31, 31
Bank of Asia	121.00	121.00	121.00	121.00	Interim 23.50 for 1931 Feb. 28, 31
Insurance.					
Canton Ins.	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 May 31, 31
Union Ins.	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 May 31, 31
China Underwriters	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 May 31, 31
China Fire Ins.	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 May 31, 31
H. K. Fire Ins.	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Mar. 31, 31
Shipping.					
Douglas	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 May 31, 31
H. K. Steamship	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 May 31, 31
Indo-China (Pref.)	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 May 31, 31
(Def.)	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 May 31, 31
Shells Bearer	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 May 31, 31
Union Waterboats	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 May 31, 31
Mining.					
Benguet	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 June 30, 31
Kailan Mining Ad.	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Dec. 30, 31
Langkai (Single)	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 May 31, 31
S'hai Exploration	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 May 31, 31
Loans	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Feb. 28, 31
Rubis	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Pending
Venezuela Gold Fields	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Pending
Docks, Wharves, Godowns, &c.					
H. K. & S. Wharves	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Mar. 31, 31
H. K. & S. Wharves	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Mar. 31, 31
South Ch. Moors (A)	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Mar. 31, 31
(B)	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Mar. 31, 31
China Provident (old)	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Apr. 30, 31
(new)	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 May 31, 31
Hongkong	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 May 31, 31
N. Engineering	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Mar. 31, 31
Shanghai Docks	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 July 31, 31
Land, Hotels & Buildings.					
H. K. & S. Hs. (old)	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Apr. 30, 31
(new)	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Apr. 30, 31
H. K. Lands	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Aug. 31, 31
Shanghai Lands	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 July 31, 31
F. phrys (old)	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Feb. 28, 31
(new)	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Pending
H. K. Realms	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 July 31, 31
Chinese Estates	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 July 31, 31
Cotton Mills.					
Ewo Cotton	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Mar. 31, 31
Shanghai Cotton	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 May 31, 31
Zoong Sing	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Oct. 31, 31
Public Utilities.					
H. K. Tramways	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Aug. 31, 31
Peak Trams (old)	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 June 15, 31
(new)	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 June 15, 31
Star Ferries	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Feb. 28, 31
Yau-mai Ferries	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Jan. 31, 31
China Light	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Dec. 31, 31
H. K. Electric	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Mar. 31, 31
Macao	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Mar. 31, 31
Sandakan Lights	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Aug. 31, 31
H. K. Tel. & Cable	155.00	155.00	155.00	155.00	Interim 23.50 for 1931 Feb. 28, 3



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NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
M.V. HILDA (cargo boat)	Aug. 30	Aug. 30
S.S. GANGE (passengerboat)	Sept. 9	Sept. 9
M.V. COL DI LANA (cargo boat)	Sept. 27	Sept. 27
S.S. MONCALIERI (cargo boat)	Sept. 21	Oct. 25
S.S. CRACOVIA (passengerboat)	Sept. 22	Oct. 4

* Outward voyage to Shanghai only.

Attention is called to the S.S. Gange, which will make the voyage Hong Kong-Italy in 24 days thus allowing London passengers to reach destination in 29 days.

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CHICHIBU MARU	Wednesday, 2nd September.
TATSUTA MARU	Wednesday, 16th September.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	
HEIAN MARU	Tuesday, 8th September.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
HAZOKAKI MARU	Saturday, 5th September.
TERUKUNI MARU	Saturday, 19th September.
SYDNEY & MELBOURNE via Manila & Ports.	
ATSUTA MARU	Saturday, 28th September.
KAMO MARU	Saturday, 24th October.
MANILA.	
CHICHIBU MARU	Friday, 28th August.
BOMBAY via Singapore, Penang, & Colombo.	
† NAGATO MARU	Friday, 28th August.
KAGA MARU	Friday, 11th September.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	
BOKUYO MARU	Saturday, 12th September.
NEW YORK, BOSTON via Panama.	
† TAKEOTOYU MARU	Friday, 28th August.
† ASUKA MARU	Sunday, 13th September.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.	
† LYONS MARU	Sunday, 13th September.
CALCUTTA via Singapore, Penang & Rangoon.	
† RANGOON MARU	Sunday, 30th August.
† BENGAL MARU	Tuesday, 8th September.
SHANGHAI, KOBE & YOKOHAMA.	
TANGO MARU	Friday, 28th August.
† GENOA MARU (Kobe direct)	Sunday, 30th August.
HARUNA MARU	Friday, 4th September.

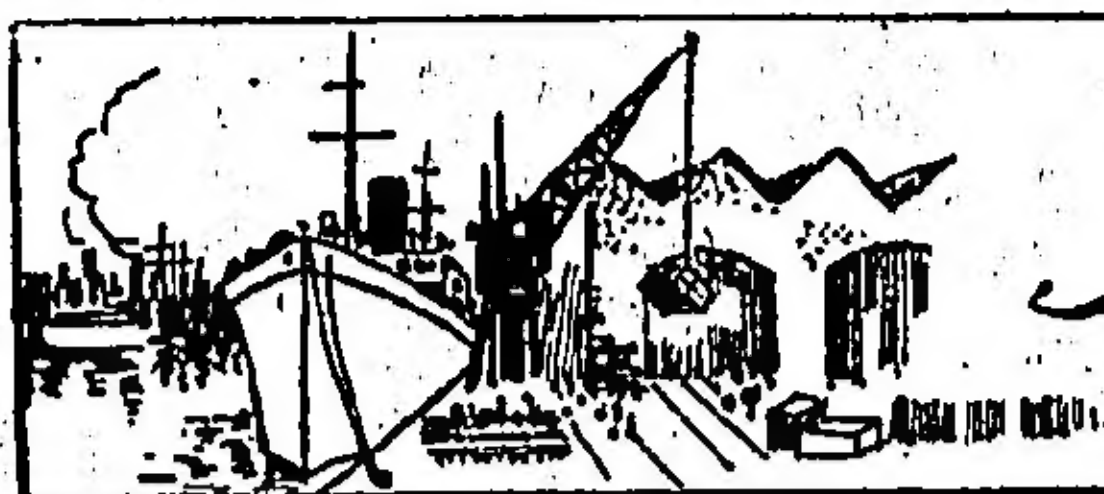
† Cargo only.
For further information apply to—**NIPPON YUSEN KAISHA.**
Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	
MOH BASSA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN	
THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo.	
BRISBANE, SYDNEY, MELBOURNE, AUCKLAND & WELLINGTON via Manila.	
JAPAN PORTS (Frequent Services).	
LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	
NEW YORK via Japan ports, Los Angeles & Panama, Call Direct at Boston, Philadelphia & Baltimore.	
BOMBAY via Singapore, Belawan, Deli & Colombo.	
CALCUTTA via Singapore, Penang & Rangoon.	
HAIPHONG via Hong Kong, Pakhoi (Fortnightly).	
SEELUNG via Swatow & Amoy (3 p.m. every Sunday).	
TAKAO via Swatow & Amoy (Wednesday).	

For further particulars please apply to—
OSAKA SHOSHEN KAISHA.
Telephone 29941.



Shipping Intelligence

WATER LEVELS.

Details for West, North and East Rivers.

The following table, issued by the Kwangtung River Conservancy Commission, shows in feet the water levels on the West River, North River and East River on the dates named:—

	Aug. 24	Aug. 25
West River at Shuihung	24.1	22.8
North River at Samshui	12.8	—
North River at Tsingyuen	10.4	—
East River at Sheklung	10.9	9.8

The highest levels recorded are—Shuihung, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.8 feet; Sheklung, 11.5 feet.

The lowest levels on record are minus 5 feet at Samshui and minus 2.7 feet at Sheklung.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—

Clelia—In dock.
Odin—North wall.
Oswald—North wall.
Otus—East wall.
Seraph—North arm.
Stormcloud—North arm.
Tamar—Basin.
Foreign.
Helena—American gunboat.

CONSIGNEES' NOTICES.

Consignees of cargo ex s.s. Col Di Lana are reminded to take delivery of their goods which will be subject to rent after August 28.

Consignees of cargo ex s.s. Bendoran are reminded to take delivery of their goods which will be subject to rent after August 31.

STEAMER MOVEMENTS.

The P. & O. s.s. Karmala left Shanghai for this port on August 26 at 7.30 a.m., and is due here on August 28 at about 7 p.m.

HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 00h. is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (*), when they should be subtracted from the depths.

August 27 to September 2, 1931.

Date	High Water		Low Water	
	Standard Time	Ht.	Standard Time	Ht.
Thurs. 27	8.35	7.5	01.54	3.7
Fri. 28	09.15	7.3	02.26	3.4
Sat. 29	09.55	6.8	03.03	3.2
Sun. 30	10.35	6.3	03.40	3.0
Mon. 31	11.15	5.8	04.17	2.8
Tues. 1	11.55	5.3	04.54	2.6
Wed. 2	12.35	4.8	05.31	2.4

ARRIVALS OF SHIPS.

Tuesday, August 25.
Kanagawa Maru, Japanese str., 3,609 tons, Capt. A. Ito, from Singapore, buoy No. A6—N.Y.K.
Nankin, British str., 4,348 tons, Capt. Jickell, from Singapore, Kowloon Wharf.—M. M. & Co.
Sodegaura Maru, Japanese str., 850 tons, Capt. K. Yamataka, from Keelung, buoy No. C8.—Y. Sato & Co.

Wednesday, August 26.
Canton Maru, Japanese str., 1,647 tons, Capt. Y. Iwasaki, from Swatow, O.S.K. Wharf.—O.S.K.
Chung Hwah, Chinese str., 8,871 tons, Capt. S. Nakano, from Taingtau, buoy No. A8.—Shun Tai Hong.
Cremer, Dutch str., 2,784 tons, Captain G. J. Harmsen, from Swatow, buoy No. A15.—B. & S.
Dell Maru, Japanese str., 1,293 tons, Capt. K. Sanada, from Canton, O.S.K. Pier.—O.S.K.
Empress of Russia, British str., 16,810 tons, Capt. Hosken, from Manila, Kowloon Wharf.—C.P.S.
Hai Hing, Norwegian str., 1,445 tons, Capt. Olaf S. Olsen, from

Swatow, buoy No. B8.—Thorsen & Co.
Halyang, British str., 1,368 tons, Capt. Erwin, from Swatow, Douglas Wharf.—Douglas S.S. Co.
Hallanger, Norwegian str., 5,714 tons, Captain A. Abrahamsen, from Manila, Lalchikok Anchorage.—Standard Oil Co.
Hangsang, British str., 1,356 tons, Capt. J. Moodie, from Swatow, West Point Wharf.—J. M. & Co.
Hydrangea, British str., 561 tons, Captain P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.
Lachow, British str., 1,221 tons, Capt. J. Frosselt, from Canton, buoy No. B9.—B. & S.
Sungshan Maru, Japanese str., 1,508 tons, Captain Yamamoto, from Canton, buoy No. C8.—N.Y.K.
Taiyuan, British str., 2,100 tons, Capt. R. Robertson, from Canton, buoy No. B20.—B. & S.
Takada, British str., 4,223 tons, Capt. H. Hitchcock, from Singapore, Kowloon Wharf.—M. M. & Co.
Teau, British str., 1,251 tons, Capt. J. Pringle, from Amoy, buoy No. B15.—B. & S.

POST OFFICE NOTICE.

POSTAL RATES.

Letters:—
Local—3 cts. per oz.
China and Macao—4 cts. per oz.
British Empire (except via Siberia)—12 cts. per oz.
Foreign Countries and British Empire via Siberia—20 cts. first oz. and 10 cts. each succeeding oz.
Postcards:—
Local, China and Macao—2 cts. each.
All other places—3 cts. each.
The Registration fee is in each case 20 cts.

Mails expected to-day from the North have been delayed by a recent typhoon and are expected to arrive at least 24 hours late.

INWARD MAILS.

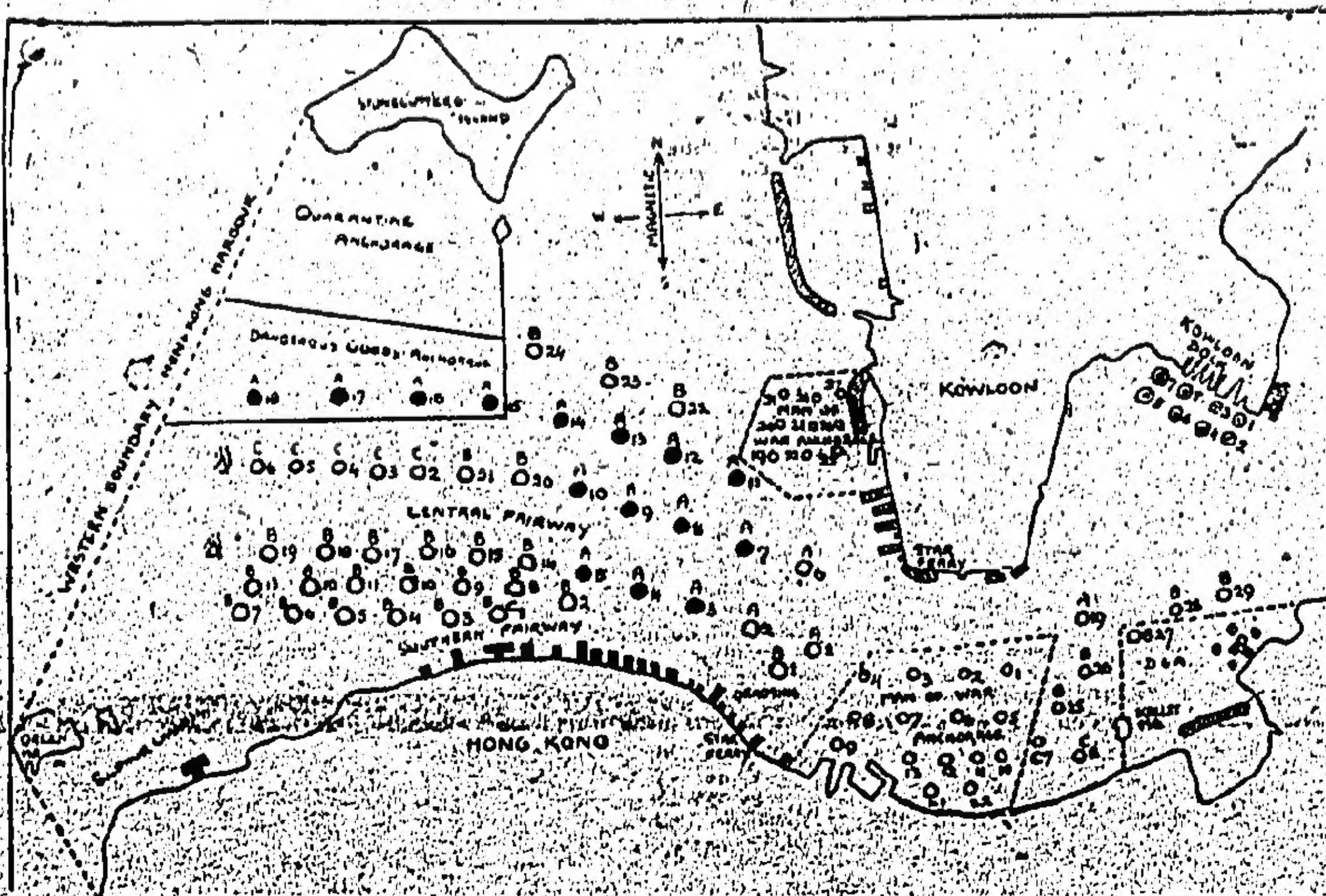
THURSDAY, AUGUST 27.
Europe via Suez (Letters and Papers, London; July 30 and Parcels, July 28) Kalyan
FRIDAY, AUGUST 28.
Shanghai and Europe via Siberia (London, Aug. 8) Nagato Maru
Japan Tjiluwong
Java Tjilpanas

OUTWARD MAILS.

THURSDAY, AUGUST 27.
Samshui and Wuchow Kechow 4 p.m.
Amoy Takada 5 p.m.
Hoilow, Pakhoi and Haiphong Solviken 5 p.m.
Shanghai, Japan, Canada, U.S.A., C. & S. America & Europe via Vancouver, B.C. Empress of Russia (Due Vancouver, B.C., Sept. 14 and "Europe via Siberia")
Parcels Aug. 27, 5 p.m.
Registration Aug. 28, 9.15 a.m.
Letters 10 a.m.
FRIDAY, AUGUST 28.
Java via Batavia Tjilmenteng 8.30 a.m.
Hoilow, Pakhoi and Haiphong King Yuan 10.30 a.m.
Swatow, Amoy, and Foochow Hai Yang 1 p.m.
Manila Chichibu Maru 2.30 p.m.
Japan Kalyan 5 p.m.

*Superscribed correspondence only.

BUOY PLAN OF HONG KONG HARBOUR.



NOON, FRIDAY
AUGUST 28
Sailing for
Victoria & Vancouver
via Shanghai and Japan
one of the

BIG 4

"EMPRESS OF RUSSIA"

The White Empresses are the largest and fastest liners on the Pacific.

12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN TO CANADA AND U.S.A.

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Empress of Russia	Aug. 28	Aug. 31	Sept. 3	Sept. 5	Sept. 14
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 27
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25
Empress of Russia	Oct. 23	Oct. 26	Oct. 29	Oct. 31	Nov. 9
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 22
Empress of Asia	Nov. 20	Nov. 23	Nov. 25	Nov. 28	Dec. 7
Empress of Canada	Dec. 5	Dec. 8	Dec. 10	Dec. 12	Dec. 20
Empress of Russia	Dec. 18	Dec. 21	Dec. 24	Dec. 26	Jan. 4

"Empress of Russia" and "Empress of Asia" call at Nagasaki.

Special Through Fares To Europe

\$120—\$112—\$88—\$79

HONG KONG—MANILA.

	Leave Hong Kong	Arrive Manila
EMPRESS OF JAPAN	Sept. 4	Sept. 6
EMPRESS OF ASIA	Sept. 17	Sept. 19

Ask about the New Empress tourist Cabin Fares
Telephones: Passenger 20762. Freight 20042.

CANADIAN PACIFIC



LONDON SERVICE.

"HECTOR" 2nd Sept. For Port Said, Marseilles, London, Rotterdam, Hamburg and Glasgow.
"MENELAUS" 15th Sept. For Port Said, Havre, L'pool & Glasgow.

LIVERPOOL SERVICE.

"LAOMEDON" 10th Sept. For Port Said, L'pool, Havre & Glasgow.
"NINIGHOW" 22nd Sept. For Port Said, Havre, L'pool & Glasgow.

NEW YORK SERVICE.

"PREMIER" 7th Sept. For Boston, New York, and Baltimore via Philadelphia and Singapore.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA).
"EXION" 17th Sept. For Victoria, Vancouver & Seattle.
"TYNDAREUS" 17th Oct. For Victoria, Vancouver & Seattle.

INWARD SERVICE.

"TEIRESIAS" Due 1st Sept. For S'hai, Moll. Kobe & Y'hama.
"MENESTHEUS" Due 7th Sept. For S'hai, Moll. Kobe & Y'hama.
"ASPHALION" Due 14th Sept. From New York.

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to the undersigned.
All bookings are subject to the provisions of the Company's Bill of Lading.

Butterfield & Swire,

Agents.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday Is., Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: **CHANGTAE TAIPING** (SUNBEAM)
FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE.
ELECTRIC LAUNDRY, BARBER SHOP, SURGEON and STEWARDESS CABIN.

Enjoy Your Short Leave in Australia and New Zealand. Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 7/6 RETURN
LONDON (via Australia) from £136.15.6.
(Australian Newspapers on file)

STEAMER	Dep. Hong Kong	Leave Hong Kong	Leave Manila	Dep. Sydney
CHANGTAE	Oct. 1	Oct. 1	Oct. 1	Oct. 4
TAIPING	Oct. 1	Oct. 1	Oct. 1	Oct. 4
CHANGTAE	Oct. 1	Oct. 1	Oct. 1	Oct. 4

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, AGENTS, HONG KONG—SHANGHAI

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
*KARMALA	9,000	29th Aug. Noon	Marseilles, London, Rotterdam, Antwerp & Hull.
CATHAY	15,000	12th Sept.	Bombay, Marseilles & London.
*ISODAN	6,800	19th Sept.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
*KALYAN	9,000	26th Sept.	Marseilles, London, Rotterdam, Antwerp & Hull.
MANTUA	11,000	10th Oct.	Marseilles & London.
*KASHMIR	9,000	24th Oct.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
*BURDWAN	6,500	31st Oct.	Marseilles & London.
NALDERA	16,000	7th Nov.	Bombay, Marseilles & London.
*KASHGAR	9,000	21st Nov.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
RAJPUTANA	17,000	5th Dec.	Marseilles & London.
CORFU	15,000	19th Dec.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
*SOMALI	6,800	26th Dec.	Marseilles & London.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.
Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

*TALMA	10,000	8th Sept.	Singapore, Penang & Calcutta.
TAKADA	7,000	21st Sept.	Singapore, Penang & Calcutta.
*SIRDHANA	8,000	4th Oct.	Singapore, Penang & Calcutta.
TILAWA	10,000	14th Oct.	Singapore, Penang & Calcutta.

* Calls Port Swettenham. † Calls Rangoon.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	7,000	2nd Sept.	Manila, Rabaul, Brisbane, Sydney & Melbourne.
NANKIN	7,000	2nd Oct.	
NELLORE	7,000	31st Oct.	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.
Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN. Cheap Summer Trips to Japan, June to Sept.

TAKADA	7,000	1931. 28th Aug. Daylight	Amoy, Shanghai, Moji, Kobe, Yokohama & Osaka.
*NANKIN	7,000	28th Aug. 5 p.m.	Shanghai, Kobe & Yokohama.
KALYAN	9,000	28th Aug. 5 p.m.	Shanghai, Moji, Kobe & Yokohama.
*ST. ALBANS	4,500	31st Aug.	Shanghai, Moji, Kobe, Osaka & Yama.
SIRDHANA	8,000	11th Sept.	Amoy, Shanghai, Moji, Kobe & Yokohama.
MANTUA	11,000	11th Sept.	Shanghai, Moji, Kobe & Yokohama.
*BURDWAN	6,500	12th Sept.	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	9,000	25th Sept.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,000	25th Sept.	Amoy, Moji, Kobe & Osaka.
NELLORE	7,000	5th Oct.	Shanghai, Moji, Kobe, Osaka & Yama.
SANTHIA	8,000	6th Oct.	Amoy, Moji, Kobe & Yokohama.
NALDERA	16,000	10th Oct.	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,000	17th Oct.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	23rd Oct.	Amoy, Moji, Kobe & Osaka.
MACEONIA	11,000	24th Oct.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	7,000	6th Nov.	Shanghai, Moji, Kobe, Osaka & Yama.
RAJPUTANA	17,000	7th Nov.	Shanghai, Moji, Kobe & Yokohama.
CORFU	15,000	21st Nov.	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	17,000	5th Dec.	Shanghai, Moji, Kobe, Osaka & Yama.
NANKIN	7,000	7th Dec.	Shanghai, Moji, Kobe & Yokohama.
KARMALA	9,000	19th Dec.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only. † Calls Nagoya.

All dates are approximate and subject to alteration without notice.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carriage steamer.
All cabins are fitted with Electric Fans on Puna Louvre System free of charge.

Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 6' x 4' x 2' will be received at the Company's Office up to Noon on the day previous to sailing.
For further information, Passage, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

P. & O. Building, Colonnade Rd. C., Hong Kong. Agents.

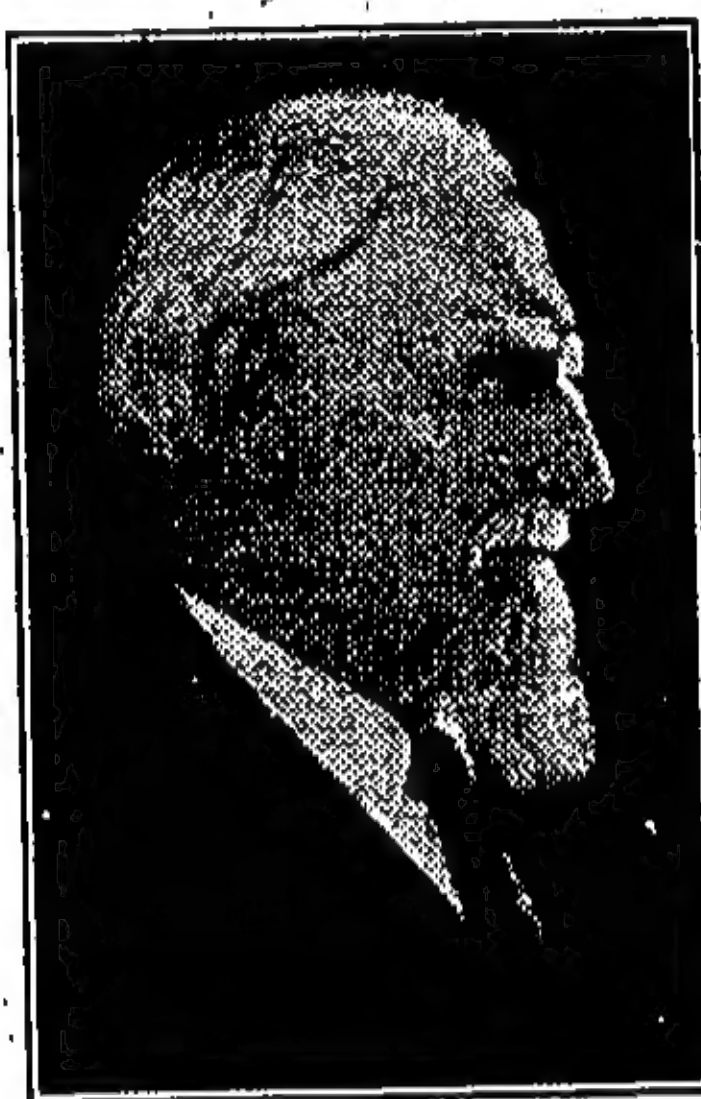
NEW DOLLAR LINER

Features of President Hoover.

"CASTLE ON THE SEA"

The President Hoover, which will be in Hong Kong on September 21 and 22, has been formally turned over to the Dollar Steamship Lines and has officially become America's largest, fastest, and finest home-built intercoastal and trans-Pacific liner.

Over all of her 653 feet, from stem to stern the President Hoover presents a flawless piece of work, the culmination of the labour of thousands of workers who take an honest pride in their handiwork. A beam of 81 feet, a depth of 79 feet, a maximum draft of 34 feet, and a displacement of 33,500 tons are figures which help form a picture of the size of the floating castle.



Few castles, however, have ever housed so many human souls as can be accommodated in the staterooms of the President Hoover. Three hundred and seven first class passengers will be quartered in spacious and luxuriously furnished rooms where the Dollar Line's guests will have all of the conveniences of a modern hotel.

There are no cramped, stuffy quarters on the President Hoover. Most of the first class staterooms have two beds, although there are a number of rooms for single passengers. A sofa can be pressed into service as a bed at night and sprung back into place in the morning. Electric lighting, hot and cold water at all hours electric radiation and ample ventilation, provided by specially constructed ventilators overhead, ensure the comfort of the occupant of a first class stateroom.

The ocean voyager aboard the President Hoover rising from his bed at an early hour, if he wishes may don his swimming suit and take a dip in the spacious and beautiful tiled pool.

Refreshed he will enter the dining saloon with the other early risers. Seating accommodations for 272 are provided in the main dining saloon where food prepared by expert chefs will satisfy the ocean appetites. One hundred and twenty persons can be seated in the special

class dining room and 119 in the third class.

From the dining room the sea voyager will probably go to the lounge, or to the promenade deck, or perhaps to one of the public lobbies. It is in the interior decorations that the President Hoover can base its claim for exquisite beauty. Beautifully carved and inlaid woods, from the far corners of the world, find their place in the lobbies, in the lounges in the smoking rooms and in the library.

The modied mahogany in the writing room and library once grew in the forests of darkest Africa. The Prima Vera, found in the exquisite panels of the lobbies come from Central America; the Satinwood from India; the White Philippine mahogany from the Philippine Island, the Bubinga from Africa; the teak from India and Java; the Padouk from Africa or India, and the Harewood, a beautiful textured wood, dyed by a certain process in Germany, all aid in making the President Hoover a thing of beauty. In all cases the colour harmony is beautiful yet dignified and inviting. Mildly might care to board the elevator and ascend to the gift shop, a beautiful nook on one of the lobbies. This shop, of modernistic design, decorated with coloured panel work, will display all of the latest creation.

Bridge games will be in progress in the lounge, a spacious room, and perhaps the most beautiful of all the public places aboard the Dollar liner. The smoking room, of more sombre hue will prove inviting. At night, the passengers will congregate in the verandah cafe.

Perhaps, if they are in the mood, they will witness a "talkie," or listen to the radio. Then, perhaps another turn around the promenade deck, and then to bed.

While the passengers are enjoying an extended holiday the Captain on the bridge deck above is directing the movements of the giant liner. Together with the Chief Officer he inspects the chart room, the radio room, and a fire detecting apparatus which immediately signals the slightest blaze.

The hours which elapse from port to port are kept at a minimum by the twin screw electric driven propellers which send the vessel through the water at a 21 knot an hour pace. Letters to be mailed to the folks at home when the ship reaches the various Oriental ports are left at the ship's post office, known as the "Sea Post," a regular branch of the United States Post Office.

While the grownups are enjoying themselves in the many ways that grownups can enjoy themselves aboard a palatial ocean liner, the kiddies are making carnival in their own play shop, located on the promenade deck. A merry-go-round, a slide, sand pits, and other means of amusement are provided for them and when they grow tired they can sit in the miniature chairs with which the playroom is furnished.

A garage aboard the President Hoover will allow 100 cars to be driven aboard through side ports. Safety, speed, comfort, can all be claimed by the President Hoover. It has entered

CONSIGNEES.

LOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Chartered Steamer, "COL DI LANA"
From TRIESTE, VENICE, BRINDISI & PORTS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence an/ or from the wharves delivery may be obtained.

Optional Cargo will not be landed here, unless notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All claims against the vessel must be presented to the Underinsured on or before the 7th September, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hong Kong, 22nd August, 1931.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', ANTWERP, LONDON, STRAITS AND MANILA.

The Steamship, "BENDORAN"

Consignees of cargo are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All claims against the steamer must be presented to the Underinsured on or before the 14th September, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 24th August, 1931.

ed its service as another monument to American shipbuilding, having been built in the yards of the Newport News Shipbuilding and Drydock Company at Newport News, Virginia.

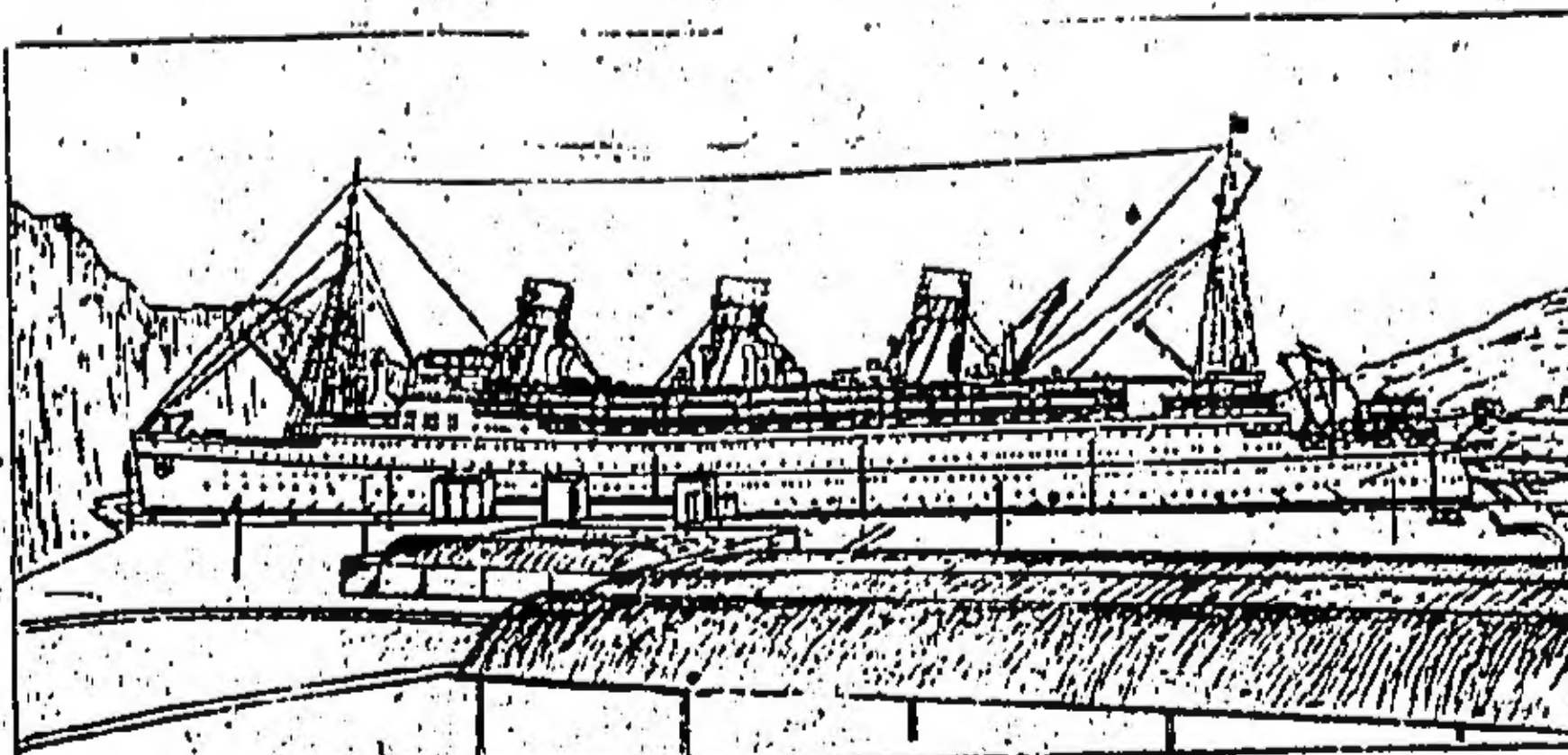
On October 15, 1931, the second of these fine liners, the s.s. President Coolidge, will sail from New York in the same run as her companion the President Hoover, thus adding considerable tonnage to the New York to California and Orient service of the Dollar Steamship Lines of which Captain Robert Dollar, "The Grand Old Man of the Pacific" is its head.

THE HONGKONG & WHAMPOA DOCK CO., LTD., HEAD OFFICE AND WORKS:

Telegrams: "MANIFESTO, HONG KONG." KOWLOON, HONG KONG OFFICE 25820. KOWLOON DOCK 58055.

DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON, STEEL, AND BRASS, FOUNDERS, FORGE MASTERS, WELDERS AND ELECTRICIANS.

On Lloyds
list of
approved
Cast
Steel
Manufacturers.



Harbour
Call Flags
"K."
Boiler-
maker
"V."
Shipwright
"I."

T.S.S. "EMPRESS OF JAPAN."

In No. 1 Dock. Dimensions—666'0" O.A. x 83'6" x 48'6" Mid. 28,000 tons Gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700'0" x 88'0" x 30'6" over sill, H.W. O.S.T. Salvage Tug "Henry Kewick," 2,000 H.P., Wireless Call Signal V.P.S.T. and Flag Call Signal T.R.Q.B. Sheerlegs capable of lifting 80 tons.

Codes Used: A1, A.B.C. Fifth Edition: Engineering, First and Second Edition. Western Union. Bentley and Watkins.

Kindly send enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hongkong.

Two New Marvels of Maritime Enterprise

PRESIDENT HOOVER
DANCING
Professional American orchestra for sea dancing, dinner, and evening.

PRESIDENT COOLIDGE
DINING
Delicacies from the world around. Dishes that are famous in famous hostilities.

CHILDREN'S PLAY ROOM
Merry-go-round, sand pile, toys and dolls galore for the Younger Generation.

GYMNASIUM
Scientifically equipped with London in charge. Expert at.

STOCK EXCHANGE
Where passengers may keep in touch with the markets of the world.

ELEVATORS
The newest-type electric elevators connect all six decks.

PEACOCK ALLEY
A Shopping Promenade offering ship board apparel, foreign articles, gifts, etc.

SUITES
A-room apartments with large Marine windows, both French and Art Moderne style.

DOLLAR STEAMSHIP LINES
Fortnightly Sailings to New York

BARBER WILHELMSSEN LINE

THE PREMIER ALL WATER ROUTE TO NEW YORK and other U.S. Atlantic Ports via Panama.

All vessels call at SAN FRANCISCO and LOS ANGELES en route.

Passengers desiring to travel by this interesting route will find the accommodation provided well up to their expectations, and at a cost most reasonable.

42 Days To New York.

For Passenger and Freight information please apply—

DODWELL & CO., LTD.
Queen's Buildings. Telephone 28021. Agents.

BRITISH WUCHOW LINE

SAILING DATES FOR AUG., 1931 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

Steamer	Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
TAI HING	FRI. 28th	SUN. 30th	MON. 31st	TUES. 1st
TAI MING	MON. 31st	WED. 2nd	THURS. 3rd	FRI. 4th

Ports of Call—Samshui, Shuiling, Takling & Doshing.
Fares Return (not including meals) \$20.00.
Meals and Wines are to be obtained on board.
Hong Kong Arrivals & Departures from Tai Hing Wharf.

For information apply to—
29, Colonnade Road, West, Phone 20808. **SANG WO Co., Ltd.**

THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.
Town Office: 64, Colonnade Road Central, Hong Kong. Tel. 20459.
Shipyard: Sham-shui-po, Kowloon, Hong Kong. Kowloon Tel. 57009.
Estimates furnished on application.
Hong Kong, April 1, 1924.



The Caravan.

ARCADE, PENINSULA HOTEL.

Sole Agents:—

FETTE PEKING RUGS

The China Mail.

ESTABLISHED 1845.

HONG KONG, THURSDAY, AUGUST 27, 1931.

FLETCHER'S

BATH EAU de COLOGNE

Delightfully refreshing and invigorating

during the hot weather.

MAGNUM BOTTLES

\$2.50.

THE PHARMACY

Asiatic Building.

Queen's Road C.

Tel. 20345.

CENTRAL

TO-DAY TO SATURDAY
Daily At 2.30, 5.10, 7.15 & 9.20 p.m.

A PARAMOUNT SUPER-PRODUCTION

Exciting Revelations in
Society Love Tangle
following shooting of
New York's Wealthiest
Young Bachelor.



**CLAUDETTE
COLBERT
FREDRIC
MARCH**

"Honor Among Lovers"

*a
Paramount
Picture*

Screened's most exquisite
brunette! The brilliant star of
"Royal Family of Broadway!"
In a smashing drama! Made by
outstanding woman director —

DOROTHY ARZNER

NEXT CHANGE

A UNIVERSAL PRODUCTION

**The doctor said,
spank her.....
but what did
he do!.....**

Well, you'll be surprised when you see
this amazing story of modern married
life and home wrecking.



FREE LOVE

Featuring

Genevieve TOBIN — Conrad NAGEL

ZASU PITTS, SLIM SUMMERVILLE, MONROE OWSLEY.

From the Stage Success, "Half Gods" by Sidney Howard.

Directed by Hobart Henley.

Booking at the Theatre, Telephone No. 25720

LARCENY CHARGE.

**Chinese Accountant and
Restitution.**

\$4,257 INVOLVED.

On Tuesday morning, in the Central Police Court, Yuen Ho, an assistant accountant of the Ho Ping Kee Medicine shop, 44 Bonham Strand West, pleaded guilty to larceny by a servant of \$4,257, the property of his employers on August 11 last. He was remanded for 48 hours in order that he might refund some of the amount.

Accused appeared before Mr. Schofield this morning, and it was stated by Detective-Sergeant Poyntz that the man had been taken out on both days, but had not been able to find any money.

Accused—I ask your Worship for another adjournment in order that I may see a friend. He is sick at present.

Det. Sergt. Poyntz—I don't think it will be any use. I don't think he can get any money at all.

A Chinese detective, in reply to his Worship, said that the man to whom accused referred was ill and could not come to Court.

Sergeant Poyntz remarked that he did not think that accused's friend was in the position to refund that amount of money.

His Worship—He may be able to put up a thousand dollars.

A clansman of accused's came forward, and his Worship remarked to the Police officer that defendant seemed to have some hope of getting the money back.

Defendant—He has agreed to loan me \$1,000, on condition that the complainant withdraws the charge altogether.

Mr. Schofield—You can't make a condition. I won't have it. That should have been done before any proceedings were started. If your friend wishes to make restitution on your behalf he can do so. In any case, there is not the slightest chance of the charge being withdrawn.

His Worship granted the remand.

IN JAPAN.

**Great Reception for
Lindberghs.**

"ROYAL" VISITORS!

The Lindberghs, on their arrival in Japan, were escorted to the air field by three military and three naval planes, and were received with the greatest welcome ever accorded to foreign aviators in Japan.

They are being treated like royal visitors and are the guests of the nation.

Large crowds from many miles around have gathered in Kasumigaura, travelling by train and afoot, and tens of thousands were present when the Lindberghs arrived.

The description of their arrival was broadcast all over the country and Japanese and American flags were flown everywhere.

The Lindberghs will leave by train for Tokyo where it is anticipated there will be scenes of the wildest enthusiasm. Hundreds of police have been mobilised to control the crowds, says a Reuter message.

FLIGHTS RESUMED.

**British Team in the
Air Again.**

SCHNEIDER TROPHY.

Rugby, Yesterday. After two blank days the British Schneider team was able to resume practice at Calshot to-day. On Monday and Tuesday heavy gales raged, but to-day the weather was beautifully fine and flights were made both in one of the new Supermarine Rolls Royce machines and in the Gloster Napier.

News is still anxiously waited with regard to the participation of the French and Italian teams—British Wireless Service.

STOP PRESS

London, To-day.

There is much speculation about the economy proposals, but it seems certain that they will include cuts in the pay of soldiers, sailors, airmen, teachers and higher paid Civil Servants.

Fresh taxation will probably include increase of income-tax, entertainment tax, tobacco and liquor duties.—Reuter.

FLOODLIGHTING.

**Illumination of London
Buildings.**

NEXT MONTH

Rugby, Yesterday. Preparations for the floodlight illumination of principal London buildings during next month, in connection with the Triennial International Illumination Congress and Faraday Centenary celebrations, are nearing completion.

Buckingham Palace is among the buildings to be lighted. Others include Westminster Abbey, Big Ben Tower, National Gallery, Nelson Column, St. Paul's Cathedral, and Tower Bridge.—British Wireless Service.

ROYALTY OF HACKNEY.

**Lord Lonsdale's Dance With
Pearly Queen.**

Forty-three flower-decked donkey carts full of kings and queens were the feature of the Olympia Horse Show.

They were the coster kings and queens, the royalty of Hackney, Peckham, Putney, Bow, and Somers Town. As the gay little carts were trotted into the ring, Lord Lonsdale, complete with cigar, smile, and white buttonhole, greeted his old friends, blowing kisses to the women. After he had judged the displays by energetically running up and down the arena, he tried on a coster king's "crown," a pearly top hat, and danced with a glittering coster queen, to the accompaniment of loud cheers.

All the unsuccessful entrants received a real Lonsdale cigar, and all drove away with a feeling that they had won a prize.

ROYAL HOLIDAY.

**King Returns to
Scotland.**

BALLATER TO-DAY.

Rugby, Yesterday. The King left Euston Station by Royal train to-day for Scotland. His Majesty interrupted his holiday at Balmoral on Saturday to return to London in order to be in closer touch with the political situation. He is due at Ballater at ten to-morrow morning.—British Wireless Service.

Mail Week Gossip.

London, Aug. 6. Although the King and Queen are not expected at Balmoral until the 22nd of this month, Royal Deeside is getting into trim for its most important visitors. Balmoral itself is having a last touching-up, while the other houses on the King's land are ready for occupation already. Their tenants will be due there quite soon.

Sir Derek and Lady Keppel will stay at Abergeldie Mains, and Sir Harry and Lady Joan Verney, both of whom are attached to the Court, are occupying for part of the season at least the House of Birkhall. Later the Duke and Duchess of York may move there as they did two years ago, but for the present they intend spending their Scottish visit at Glamis.

The Duchess's Children. The King's private secretary, Colonel Sir Clive Wigam, is due to arrive at Gowan House during the next few days, and a detachment of the Argyll and Sutherland Highlanders will soon be flying their colours over the roof of the Victoria Barracks at Ballater.

People "in the know" on Deeside say that the nurseries at Balmoral are being put in order for the two baby princesses, and that they will live there while their parents are at Birkhall. The house which the King has lent to his second son is an attractive place, but is not large, and if the Duke and Duchess of York mean to do any entertaining at all, they will have to sacrifice the rooms generally occupied by their daughters and their nurses.

AS IN PICKWICK'S DAY.

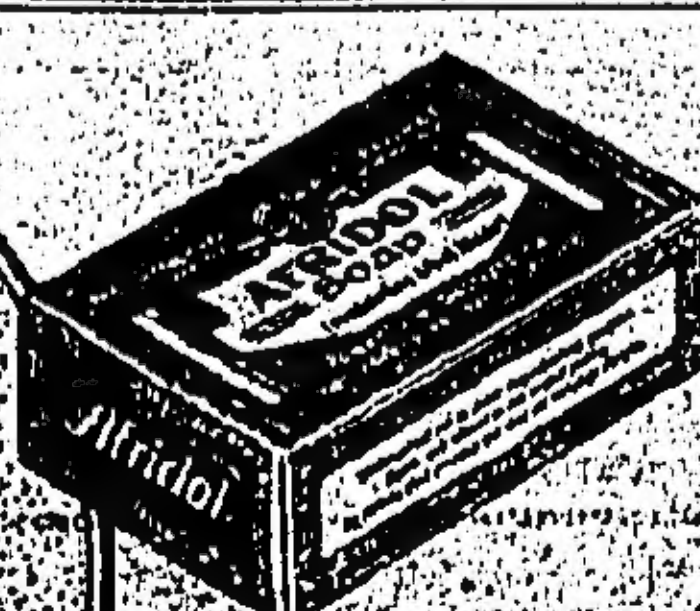
**A Host of Jolly Friends at the
Leather Bottel.**

The clocks were put back a hundred years in the quaint old village of Cobham when a visit was paid to the Leather Bottel immortalised by Dickens, by Mr. Pickwick and other members of the Pickwick Club.

The rumbling of wheels and the clatter of horses' hooves brought the villagers to their doors, and the sight of an old stage coach with the beaming Mr. Pickwick aboard brought forth hearty cheers.

Accompanying Mr. Pickwick were Mr. Weller, Mr. Wardle, Mr. Winkle, Captain Bolding, Mr. Tupman, and Joe, the Fat Boy. To keep Mr. Tupman in good cheer were the Misses Rachel and Emily Wardle.

In reality the characters were members of the Dickens Fellowship from London, who lunched at the Leather Bottel before going on to the pageant at Rochester.



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AMUSEMENTS

AT THE QUEEN'S TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

**Three Roaring, Roistering
Men of the Sea!**



John Gilbert in a
great triumph, with
Wallace Beery greater
than his "Bill" in
"Min and Bill," and
Jim Tully, author-
adventurer! What a
trio!

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with

WALLACE

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Denny,
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